

CHOCHOE.  
Amontillado  
Sherry  
\$17.00 per dozen.  
H. PRICE & CO.,  
458 12, Queen's Road.

# The China Mail.

ESTABLISHED 1840.

Fine Old  
FRUITY -  
PORT  
\$18.00 per dozen.  
H. PRICE & CO.,  
458 12, Queen's Road.

No. 12,752.

號九廿二年四零百九千一英

HONGKONG, TUESDAY, FEBRUARY 9, 1904

日四廿月二十年卯癸

PRICE, \$8.00 Per Month.

**MACEWEN FRICKEL & CO.**  
SHIPPING AND FORWARDING DEPARTMENT.  
CHINA PARCEL EXPRESS.

**SHIPPING DATES.**  
To England... 14th Feb.  
To France... 20th  
To Germany... 14th  
To Italy... 20th  
To United States via San Francisco... 11th  
To United States via Suez Canal... 28th  
To India... 11th  
To South Africa... 11th  
To Australia and New Zealand... 11th  
To Canada... 9th  
Estimates for Freight and 'free delivery' charges upon receipt of Cargo Contents and Weight.  
**DELIVERY ANYWHERE.**  
(Office - 3, DUNDAS STREET)  
Hongkong, February 4, 1904. 2547

**Wanted.**

**WANTED.**  
TWO FURNISHED ROOMS, Wanted by a Young Man. 'B.'  
Care of 'CHINA MAIL' Office.  
Hongkong, February 4, 1904. 235

**Intimations.**

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

**NOTICE TO SHAREHOLDERS.**

THE DIVIDEND at the Rate of 10% or \$1.60 per Share, declared at the ORDINARY HALF-YEARLY MEETING of Shareholders, held this day, will be payable at the Hongkong and Shanghai Banking Corporation, on and after MONDAY, the 8th February, 1904.  
Shareholders are requested to apply to the Office of the Company, Jan. Warrants.  
T. ARNOLD, Secretary.  
Hongkong, February 8, 1904. 258

**THE SECOND ANNUAL SHOW OF FANCY AND OTHER PIGEONS.**

WILL be held on the 17th and 18th February, 1904, at the KOWLOON HOTEL. Prizes in money and kind will be given if a sufficient number of Entries are obtained. Entries to be sent not later than the 13th inst. to the Hon. Secretary Mr. R. DAVID, at the Kowloon Hotel. Entries should be sent as soon as possible in order that accommodation for the Birds can be provided. Entries from Coast Ports will be carefully attended to, and Birds returned by the First Available Steamer. The Entries are open to Chinese.  
J. D. LOGAN, Director.  
R. DAVID, Hon. Secretary.  
Kowloon, February 8, 1904. 218

**DENTAL NOTICE.**

I Have This Day RESUMED PRACTICE.  
CHADWICK KRW.  
Hongkong, February 4, 1904. 236

**TANG YUEN.**

**BOARDING ESTABLISHMENT.**  
Splendid View of Harbour.  
No. 18, MACDONNELL ROAD.  
Under European Management.  
Apply at the House,  
or  
At FAIRALL & CO.,  
Opposite Hongkong Hotel.  
Hongkong, June 10, 1903. 97

**WILLIAM MACLEOD, D.D.S., DENTIST.**

11 & 12, BRADFORD ARCADE.  
Hongkong, September 22, 1903. 1758

**THE POPULAR SCOTCH IS BLACK & WHITE**



**JAMES BUCHANAN & CO.**  
SCOTCH WHISKY DISTILLERS  
By Appointment to  
**H.M. THE KING**  
and  
**HER THE PRINCE OF WALES**

Supplied at all the leading Chinese and Foreign, and to be obtained from LANE CRAWFORD & CO., Queen's Road Central.

**Business Notices.**

**W. S. BAILEY & CO.**

Engineers, Shipbuilders, Boilermakers, Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STRAM WATER BOATS, LIGHTERS, TUGS AND FAST STEAM-LAUNCHES.

Pumps, Packings, General Store, and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS.  
20, CONNAUGHT ROAD CENTRAL. KOWLOON BAY.  
W. S. BAILEY, M.L.M.C.E. E. O. MURPHY, WR. SC., A.L.M.C.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.  
PLANS, SPECIFICATIONS AND TENDERS.  
Consulting and Superintending Engineers and Surveyors.

**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**  
s.s. HONAM, 2,383 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
s.s. FATHAN, 2,280 tons, Captain A. W. Dixon.  
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 2,990 tons, Captain J. J. Lossius.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. Hongkong-Macao Line.**  
s.s. HEUNGSHAN, 1,688 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao on week days at 2 p.m. and on Sundays at 12.30 p.m.  
Departures from Macao to Hongkong daily at 8 a.m.

**Canton-Macao Line.**  
s.s. LUNGSHAN, 210 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

**Canton-Wuchow Line.**  
s.s. SAINAM, 688 tons, Captain B. Branch.  
s.s. MAHING, 638 tons, Captain R. D. Thomas.  
s.s. TAK HING, 618 tons, Captain R. D. Thomas.  
Departures from Canton and Wuchow about five times every week. Roundtrips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the -  
**HONGKONG CANTON & MACAO STEAMBOAT CO. LD.**  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

**榮 OHEE WING & CO., 致**  
28 & 29, LEE YUEN STREET (WEST) HONGKONG.

**DEALERS IN**  
All Sorts of COPPER, BRASS, STEEL IRON WARE, &c.  
STEEL GIRDERS and TREES,  
CORRUGATED IRON, PIG IRON, &c.  
Suitable for  
SHIPS, ENGINEERS and HOUSE BUILDERS.  
Hongkong, May 29, 1900. 1927

**THE KOWLOON HOTEL, KOWLOON.**

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.  
MODERATE CHARGES.  
J. W. OSBORNE,  
Proprietor and Manager.  
Hongkong, January 20, 1904. 135

**MEE CHEUNG, HIGH-CLASS PHOTOGRAPHER.**  
Developing and Printing for Amateurs.  
ENLARGEMENT & SPECIAL FEATURES.  
BRANCH Hongkong Hotel Corridor, 1587

Bovril supplies to the body the nourishment it requires, and makes good the muscle, tissue and energy spent during the hurry and worry of the day's work. The very embodiment of strength and sustenance in a digestible form is Bovril.



To be obtained at all Grocers, Chemists, Foreign, &c., throughout Hongkong, China and Japan.

**MADAME FLINT & CO.**  
LA MODE DE PARIS.  
MILLINERY and DRESSMAKING.  
CONNAUGHT HOTEL, Rooms 4 and 5.  
Hongkong, September 16, 1903. 1904

**NOTICE TO THE WEARIED.**  
THERE is no nicer place to spend a few days in quiet rest than  
**MACAO.**  
And there is no more comfortable Hotel in the Far East, than the  
**MACAO HOTEL.**  
Wm. FARMER, Proprietor.  
Hongkong, December 23, 1903. 2087

**PURE LINSEED OIL**  
Awarded Bronze Medal at the Paris Exhibition, 1900.  
Gold Medal at the Indian Industrial Exhibition 1893, 1900 & 1901.  
MANUFACTURED BY  
**THE GOUREPORE CO., LD., CALCUTTA.**  
Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.  
W. R. LUXLEY & CO., Sole Agents, Hongkong.  
Cable Address 'LUXLEY,' Hongkong.  
Hongkong, July 23, 1903. 1519

**DR. WILSON, DENTIST.**  
LATEST AMERICAN METHODS.  
REASONABLE PRICES.  
NO CHARGE FOR EXAMINATIONS.  
**DR. NEWELL WILSON,**  
31, QUEEN'S ROAD CENTRAL.  
First Floor, WATKINS BUILDING.  
Hongkong, October 29, 1903. 2306

**Business Notices.**

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED.**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger' 'Demon', and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Vases for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.  
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.  
Bell's Asbestos Expansion Tape, Millboard, Insulations, and Rope.  
Bell's Asbestos Special Engine Oil—disappeared for Marine Engines. A large Stock of Engines and Cylinder Oils always in hand.  
Bell's Asbestoline—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.  
Bell's Boilers Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.  
Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.  
**BRADLEY & CO., Managers.**  
Hongkong. Office, 6 Des Vaux Road, opposite King Edward Hotel entrance.

**LANE CRAWFORD & CO.**

**NEW STOCK OF SADDLERY**

RACE SADDLES, POLO SADDLES, HACKNEY SADDLES.

**NUMNAHS AND WEIGHT CLOTHS. BITS, SPURS, STIRRUPS. EVERY REQUISITE FOR STABLE USE.**

**LANE CRAWFORD & Co.**  
Hongkong, December 31, 1903.

**Cutler, Palmer & Co., LONDON**

Have always Stocks of their well-known Brands with  
Hongkong, 15th July, 1901. **SIEMSSSEN & CO.** 1411

**CHAMPAGNES**

**CHARLES HEIDSIECK**  
PURVEYOR TO HIS MAJESTY KING EDWARD

**SIEMSSSEN & CO.,**  
SOLE AGENTS FOR CHINA AND JAPAN.

**LOW PRICES.**

10% DISCOUNT FOR CASH.  
We insist that the quality of every article which comes into this Pharmacy shall be good. After that we make a price which gives us but a small margin of profit; we make it up on volume of business. We buy in large quantities, get the best prices, pay cash and get the best discounts. Good reasons why we should be able to give you the most for your money. Try us on prescriptions, drugs, chemicals, toilet articles—anything in the drug store line, and—'MATCH US IF YOU CAN'

**Watkins Limited, Chemists and Druggists.**

**THE APOTHECARIES HALL, Watkins Building.**  
TELEPHONE 344.

**MAC LAREN'S CANADIAN CHEESE**  
In Jars (Medium and Small) Wholesale and Retail from  
**LANE CRAWFORD & CO.,**  
SOLE AGENTS.  
Hongkong, May 6, 1903. 988

**KELLY & WALSH, LTD.**

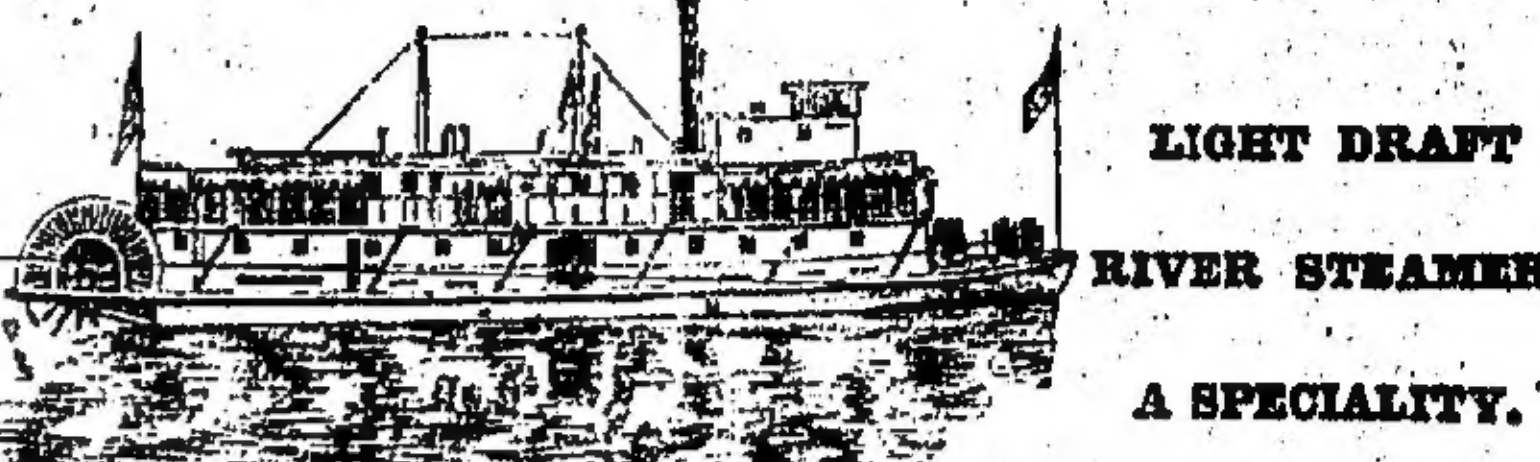
Hongkong Jockey Club Race Book \$1.75  
Whitaker & Almanack for 1904 2.20  
Life and How to Live it, by Aunetta 1.00  
Rays Aldrich 1.00  
John Bull in France or French as it is Spoken, by Leon Delbos 1.50  
What a Business Man ought to Know 90  
Letters that Bring Business 90  
Economic Notes on India, Free Trade, by the Right Hon. A. J. Balfour 90  
P. H. May's Sketches from Punch 90  
Famous Recitations, edited by Alfred R. Miles 2.30  
L. saons in Lawn Tennis, by Eustace H. Miles 90  
An American Engineer in China, by Barclay Parsons 4.25  
My Life in Mongolia and Siberia: from the Great Wall of China to the Ural Mountains, by John Bishop of Norwich 2.25  
Pastures New. In a Stone Wheel up the Si Kiang, by R. Thomas, with Map 1.00  
A Forest Hearth, by Charles Major 1.75  
Christian Thal, by M. E. Francis 1.75  
The 'Paradise' Coal Boat, by Outcliffe Hyne 1.75  
A Marriage in China, by Mrs. Archibald Little 1.75  
Nobody's Baby, by Tom Gallon 1.75  
If I were King, by J. H. McCarthy 1.75  
The Golden Fetiich, by Egan Phillpotts 1.75  
One of My Sons, by A. K. Green 1.75  
The IMPERIAL ENGLISH-MALAY CHINESE DIARY 1.50  
Pitcher in Paradise, by A. M. Binstead 2.50  
Set of 12 Photographs of Hongkong 2.00  
Set of 12 Photographs of Canton 2.00  
Set of 12 Photographs of Macao 2.00

**Business Notices.**

**HONGKONG MARINE ENGINEERING BUREAU.**

**E. C. WILKS & CO.**

MARINE SURVEYORS, CONSULTING ENGINEERS AND NAVAL ARCHITECTS.



**STERNWHEELERS.**

Mr W. C. JACK, of the above firm, having already constructed a number of successful boats of this type, is prepared to supply plans and specifications suitable for any service. These boats built of either wood or steel can be dismantled after building in Hongkong and shipped for re-erection at destination.  
Address:—12, BRADFORD ARCADE, HONGKONG. Telephone No. 358.  
AGENCIES:—J. & A. NIOLAUSSE, Water Tube Boilers.  
W. H. ALLEN & SON, Electrical Plant and Centrifugal Pumps.  
MCDEARMON AND CO., Canadian Asbestos Goods.  
Hongkong, January 1, 1904. 1

**GREEN ISLAND CEMENT CO., LTD. Portland Cement.**

In casks of 375 lbs net, \$4.75 per cask, ex Factory.  
In bags of 250 lbs net, \$2.85 per bag, ex Factory  
**FACTORIES—HONGKONG AND MACAO**

Hazard Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay

**FIRE CLAY WORKS.—DEEP WATER BAY HONGKONG**

For further particulars, apply to  
**Shewan, Tomes & Co., GENERAL MANAGERS.** 1903

**TONIC SPICE**  
OR  
CONDITION POWDER FOR HORSES.

A course of the Tonic Spice strengthens and gives tone to the digestive organs, fortifies the constitution, and invariably restores the healthy functions of the organs.  
**FOR HORSES IN TRAINING FOR RACING**  
The Tonic Spice is of essential value, for by its use a great saving of time is effected in producing that firmness of muscle necessary for the great exertions required on the racecourse.  
NO HORSE OWNER SHOULD BE WITHOUT IT.  
SOLD IN TINS AT \$1.  
**THE VICTORIA DISPENSARY, QUEEN'S ROAD CENTRAL.**

**THE HONGKONG HOTEL.**

A FIRST-CLASS HOTEL IN EVERY RESPECT.  
WELL FURNISHED THROUGHOUT.  
BEST QUALITY PROVISIONS AND LIQUORS.  
EUROPEAN CHEF.  
EVERY COMFORT FOR VISITORS. PRICES MODERATE. 2198

**W. BREWER & CO.,**  
23 and 25, QUEEN'S ROAD.

Association Football, by Jackson 3.50  
Lawn Tennis at Home and Abroad 2.00  
Cricket, by Hutchinson 2.00  
Shooting, by Hutchinson, 2 Vols., each 2.00  
The World of Golf, by G. G. Smith 3.90  
Handbook of Athletic Sports 3.00  
The House on Sport, 2 Vols. 15.00  
Li Hung Chang, his Life and Times, by Mrs. Little 13.00  
Indian Borderland, by Holdich 9.50  
Sixteen Years in Siberia, by Deutch 9.00  
Through Unknown Tibet, by Deutch 9.00  
The Story of a Soldier's Life, by Field Marshal Wolseley, 2 Vols. 14.00  
Mr Chamberlain, his Life and Public Career 6.00  
NEW STOCK OF FRENCH NOVELS.

**FAIRALL & CO.**

ARE NOW SHOWING SMART FRENCH MILINERY WOOLLEN DRESS GOODS, in Light Weight, Suitable for the Race Season.  
EVERY DESCRIPTION OF DRESS ORNAMENTS AND TRIMMINGS, LARGE VARIETY OF LACES.

**SPECIAL REDUCTION**  
IN THIS SEASON'S DAY AND EVENING GLOVES.  
AMERICAN SHOES ALWAYS STOCKED.  
ORDERS NOW BRING PUT IN HAND FOR THE RACING SEASON.  
Hongkong, January 13, 1904. 1659

**CALDBECK, MACGREGOR & Co.,**

Wine and Spirit Merchants,  
15, QUEEN'S ROAD, HONGKONG.  
LONDON—RANGOON STREET, CRUTCHED, SPAIN.  
GLASGOW—ST. ENOCH'S SQUARE.  
SHANGHAI—FOOCHOW ROAD.  
SINGAPORE—RAFFLES QUAY.  
Hongkong, February 3, 1904.



## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINE-NEZ AND EYE PRESERVES.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS. LORD KELVIN'S NAUTICAL INSTRUMENTS.  
ADMIRALTY CHARTS AND BOOKS.  
**EASTMAN'S KODAKS AND FILMS.**  
84, QUEEN'S ROAD.

**JAPAN COALS.**  
**KAISHA**  
(MITSUI & CO.)  
HEAD OFFICE: 1, SUBURA-CHO, TOKYO.  
LONDON BRANCH: 34, LIME STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy  
Shanghai, Chongqing, Tientsin, Kowloon, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimoda, Moji, Waka-  
matsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate,  
Taipei, etc.  
Telegraphic Address: 'MITSUI' (A.B.C. and A.I. Codes.)  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the  
Suez Railway, Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokuni, Mamoda, Mannoura,  
Onoura, Otsu, Sasahara, Tsubakuro, Yoshimoto, Yoshio, Yonokubo, and other  
Coals.  
**N. INUZUKA, Manager, Hongk.**  
Hongkong, April 28, 1903.

**You Can Get**  
more satisfaction out of an  
absolutely pure, well-made  
beverage than any other kind,  
and that's why  
**RAINIER BEER**  
holds its old friends. Once  
you try it, the other kinds  
are not good enough.  
**A. S. WATSON & Co., Ltd.,**  
Sole Agents for  
HONGKONG, CHINA AND MALAYA

Per Case (6 dozen Pints,.....) \$16.50  
Special terms to large buyers (or 4 dozen Quarts.)

**ENO'S** A SIMPLE REMEDY  
FOR ALL 'FRUIT' IMPURITIES  
OF THE BLOOD. **SALT.**  
'It is not too much to say that the merits of  
ENO'S 'FRUIT SALT' have been published, tested, and  
approved, literally from Pole to Pole, and that its  
cosmopolitan popularity to-day presents one of the  
most signal illustrations of commercial enterprise to be  
found in our trading records.'—European Mail.  
CAUTION.—See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a  
WORTHLESS IMITATION.  
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.,  
by J. C. ENO'S Patent.  
Sold by Chemists, &c., everywhere.

**DINNEFORD'S**  
The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
 Sour Eructations, Bilious Affections,  
The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.  
Safest and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the  
Sickness of Pregnancy.  
**DINNEFORD'S**  
**MAGNESIA**

**OAKLEY'S WELLINGTON**  
**KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING  
CUTLERY—37 6 1/2 1/2 2 1/2 3 1/2 4 1/2  
**KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING  
& INJURY TO THE KNIVES  
**JOHN OAKLEY & SONS**  
BLACK LEAD MILLS LONDON  
JOHN OAKLEY & SONS, LIMITED, 11, WELLINGTON MILLS, LONDON

## Intimations.

**HUMPHREYS ESTATE & FINANCE**  
CO., LD.  
THE EIGHTEENTH ORDINARY  
ANNUAL GENERAL MEETING  
OF SHAREHOLDERS of the above Com-  
pany will be held at the Registered Office  
of the Company, 38 and 40, Queen's Road,  
Central, on WEDNESDAY, 10th February,  
1904, at NOON, for the purpose of receiving  
the Report of the Directors, together with  
a Statement of Accounts for the year ending  
31st December, 1903.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 3rd to the  
13th February, 1904, both days inclusive.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, January 27, 1904. 177

**HONGKONG ICE COMPANY,**  
LIMITED.  
THE TWENTY-THIRD ORDINARY  
ANNUAL MEETING OF SHARE-  
HOLDERS will be held at the Office of  
the General Managers, Pedder's Street, at  
12.30 P.M. on WEDNESDAY, 10th  
FEBRUARY, to receive a Statement of the  
Company's Accounts to 31st December  
1903, and the Report of the General  
Managers.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 1st to the  
10th February, both days inclusive.  
**JARDINE MATHESON & CO.,**  
General Managers.  
Hongkong, January 20, 1904. 202

**HONGKONG CRICKET CLUB.**  
AN EXTRAORDINARY GENERAL  
MEETING OF MEMBERS called  
for Tuesday, the 9th February, is hereby  
POSTPONED until FRIDAY, the 12th  
FEBRUARY, at 5 P.M. in the CRICKET  
PAVILION.  
The following Resolutions will be pro-  
posed:—  
1. That a New Pavilion be erected forth-  
with in the North-West Corner of the  
Cricket Ground at a total cost not exceeding  
\$20,000.  
2. That the plans of Messrs DENISON,  
RAM & GIBBS be accepted.  
3. That the Tender of KING TAK  
CHEONG be accepted.  
4. That the sum required be raised by  
the issue of 6 per cent Debentures to the  
face value of \$50 each, repayable in 10  
yearly drawings commencing on 31st  
October, 1905.  
5. That Rule 16 be amended by substi-  
tuting \$15 for \$10.  
By Order,  
**A. G. WARD,**  
Secretary.  
Hongkong, February 6, 1904. 248

**HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.**  
NOTICE IS HEREBY GIVEN that the  
ORDINARY HALF-YEARLY  
MEETING OF THE SHAREHOLDERS in this  
Corporation will be held at the CITY  
HALL, Hongkong, on SATURDAY, the  
20th day of FEBRUARY, at Noon, for the  
purpose of receiving the Report of the  
Board of Directors, together with a State-  
ment of Accounts to 31st December 1903.  
By Order of the Board of Directors,  
(Sd.) J. R. M. SMITH,  
Chief Manager.  
Hongkong, January 29, 1904. 204

**HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.**  
NOTICE IS HEREBY GIVEN that the  
REGISTER OF SHARES of this  
Corporation will be CLOSED on SATUR-  
DAY, the 20th, to the 20th day of  
February (both days inclusive), during  
which period no Transfer of Shares can be  
registered.  
By Order of the Board of Directors,  
(Sd.) J. R. M. SMITH,  
Chief Manager.  
Hongkong, January 29, 1904. 205

**HONGKONG AND WHAMPOA DOCK  
CO., LTD.**  
NOTICE TO SHAREHOLDERS.  
THE ORDINARY YEARLY MEETING  
OF Shareholders will be held in the  
OFFICES OF THE COMPANY, Queen's  
Buildings, New Quay, on MONDAY, the  
22nd FEBRUARY, 1904, at 12 o'clock  
Noon, for the purpose of receiving the  
Report of the Directors, and the Statement  
of Accounts to the 31st December, 1903.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 8th to the  
22nd February, both days inclusive.  
By Order of the Board of Directors,  
**THOS. I. ROSE,**  
Secretary.  
Hongkong February 3, 1904. 209

**POHOOMULL BROTHERS.**  
No. 57 and 59, Queen's Road Central,  
HONGKONG.  
CHRISTMAS AND NEW YEAR'S  
PRESENTS.  
HAVE just received a large Stock Suit-  
able for Christmas and New  
Year's Presents of Indian, Chinese and  
Japanese SILKS and GOODS made thereof  
suitable for Ladies and Gentlemen; Cash-  
mere Shawls; Oriental and Egyptian  
embroideries; Rugs; Persian and Indian  
Carpets; Jewellery; Malacca Lace Articles;  
Grass Cloth Embroidered Goods. Old Em-  
broidered Chinese Costumes.  
Genuine Camphorwood boxes; Fans and  
several other articles made up of Ivory,  
Mother-of-pearl, Sandalwood and Tortoise-  
shell, &c., &c., &c.  
Quality will speak for itself.  
Very moderate Prices.  
Hongkong, November 3, 1903. 731

**ZETLAND HOUSE,**  
No. 10, QUEEN'S ROAD CENTRAL.  
SUPERIOR ACCOMMODATION.  
Moderate Charges.  
**MRS. WATLING,**  
Proprietress.  
Hongkong, January 14, 1904. 26

**HONGKONG JOCKEY CLUB.**  
RACE MEETING, 1904.  
TUESDAY, WEDNESDAY, THURSDAY,  
AND SATURDAY (OFF-DAY).  
23rd, 24th, 25th AND 27th FEBRUARY.  
TICKETS OF ADMISSION to the  
GRAND STAND AND ENCLOSURE  
may be obtained from Messrs KELLY &  
WALSH, Ltd., or at the Gate. Price, \$7 for  
the Meeting (excluding the Off-Day), or \$3  
per day.  
Tickets for the Off-day, \$2.  
No one admitted without a Ticket to be  
shown to the Ticket Inspector at the Gate.  
**T. F. HOUGH,**  
Clerk of the Course.  
Hongkong, February 8, 1904. 266

**HONGKONG JOCKEY CLUB.**  
THE STEWARDS request the pleasure  
of the presence of the LADIES at the  
GRAND STAND AND ENCLOSURE  
during the Races on the 23rd, 24th, 25th  
and 27th instant.  
A Stand and an Enclosure will be reserved  
for Members and Members' Wives and  
Families. Tickets for which will be sent out  
with the Members' Tickets after MONDAY,  
13th inst.  
All Tickets must be produced to gain  
admission.  
**T. F. HOUGH,**  
Clerk of the Course.  
Hongkong, February 8, 1904. 267

**HONGKONG JOCKEY CLUB.**  
NO SERVANTS will be allowed inside  
the ENCLOSURE of the RACE-  
COURSE during the Race Days WITHOUT  
TICKETS, which can be had on application  
to the Undersecretary between MONDAY,  
15th, and SATURDAY, 20th inst.  
**T. F. HOUGH,**  
Clerk of the Course.  
Hongkong, February 8, 1904. 268

## Intimations.

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**T. F. HOUGH,**  
Clerk of the Course.  
Hongkong, February 8, 1904. 268

**GOVERNMENT NOTIFICATION.**  
INFORMATION has been received from  
the MILITARY AUTHORITIES that  
GUN PRACTICE will be carried out by  
Lyseun Sub-District (Pak-sha-wan Bat-  
tery) in the direction of the entrance to  
Junk Bay at Ranges from 600 to 2,000  
yards, on the 13th instant.  
If the weather is unfavourable on the  
above date, practice will take place on the  
15th instant.  
Practice will commence at 9.30 a.m. on  
the 13th, and end at 11 a.m., if the range is  
clear.  
By Command,  
**A. M. THOMSON,**  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, February 8, 1904. 230

**HONGKONG HIGH-LEVEL TRAM-  
WAY COMPANY, LIMITED.**  
TIME TABLE.  
WEEK DAY.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
NIGHT CARS.  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15  
p.m. every half hour.  
SUNDAY.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
NIGHT CARS as on Week Days.  
SATURDAY.  
EXTRA CARS at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the  
Company's Office, 38 and 40, Queen's Road  
Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, January 14, 1904. 1041

**KING EDWARD  
HOTEL.**  
A HIGH-CLASS PRIVATE  
HOTEL.  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each Floor.  
Table D'Hôte at Separate Tables.  
For terms, &c., apply to the  
MANAGER.  
Hongkong June 10, 1902. 120

**CHAS. J. GAUFF & Co.,**  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silvermiths.  
NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.  
VOYAGERS' COMPASSES,  
BINOCULARS AND TELESCOPES.  
BROWNE'S LANTERN AND COLOUR  
ADMIRALTY & IMRAY CHARTS.  
NAUTICAL BOOKS.  
English Silver & Electro-Plated Ware.  
Christie & Co.'s Electro-Plated Ware.  
GOLD & SILVER JEWELLERY  
in great variety.  
**D. I. A. M. O. N. S.**  
DIAMOND JEWELLERY.  
Splendid Collection of the Latest London  
Gems.  
Hongkong, January 14, 1904. 26

**TO LET.**  
LEWKNOR, The Peak, for 18 months,  
from Middle of MARCH.—Well  
FURNISHED, less than 15 minutes from  
Tram.  
Apply to  
**M. W. SLADE,**  
Hongkong, January 23, 1904. 156

**TO LET.**  
A HOUSE IN KNOTSFORD TER-  
RACE, Kowloon.  
Apply to  
**THE HONGKONG LAND INVESTMENT  
& AGENCY CO., LTD.**  
Hongkong, January 27, 1904. 183

**TO LET.**  
NO. 5, ZETLAND STREET To Let  
from March next.  
Apply to  
**THE ROBINSON PIANO CO.,**  
Queen's Road Central,  
Hongkong, January 23, 1903. 107

**TO LET.**  
FINE BACHELOR QUARTERS To  
Let, Unfurnished, CAINE ROAD  
Level, Fine View, Cool, Convenient.  
Apply to  
**'X. X.,'**  
Care of 'CHINA MAIL' Office.  
Hongkong, January 20, 1904. 106

## To Let.

**TO LET.**  
HOUSE No. 2, QUEEN'S GARDENS  
as from 31st December, 1903.  
Apply  
**Messrs JARDINE, MATHESON & CO.**  
Hongkong, December 12, 1903. 2504

**TO LET.**  
Moderate Rentals. High-class  
OFFICES, in ALEXANDRA  
BUILDINGS, occupying the best business  
position in the Colony.  
Apply to  
**SECRETARY,**  
A. S. WATSON & Co., Limited.  
Hongkong, September 23, 1903. 34

**TO LET.**  
FURNISHED or UNFURNISHED.—A  
HOUSE at the Peak in a Central  
Situation.  
Apply to  
**DENISON, RAM & GIBBS,**  
17A, Queen's Road Central.  
Hongkong, January 28, 1904. 104

**TO LET.—(UNFURNISHED).**  
IMMEDIATE POSSESSION.  
RESIDENCE 5, Stewart Terrace (Peak),  
lately occupied by Major BAKER,  
BROWN, R.E.  
Apply to  
**'A. B.,'**  
Care of 'CHINA MAIL' Office.  
Hongkong, January 23, 1904. 188

**TO LET.**  
CROWNSTON, BARKER ROAD.  
OFFICES, CENTRAL POSITION.  
FURNISHED HOUSE in Kowloon.  
No. 33, CONDUIT ROAD. 6 Rooms.  
Tennis Court.  
No. 6, ROBINSON ROAD.  
FURNISHED HOUSE on LOWER LEVEL.  
CHEAPEST HOUSES IN THE  
COLONY.  
MORRISON HILL GAP ROAD. Nice Houses,  
4 Rooms, Bath-rooms, out-houses and ver-  
andahs. Only \$40, inclusive of Taxes.  
WILD DELL BUILDINGS. No. 147, WAR-  
CHAI ROAD. Comfortable and Airy Flats  
of 2 or 3 Rooms, from \$25 inclusive of  
Taxes.  
And others to suit various requirements.  
**S. A. SETH,**  
LAND & ESTATE BROKER,  
DAILEY FARM CO.  
Hongkong, February 4, 1904. 2030

**TO LET.**  
GOOD FOR EUROPEAN OFFICES.  
NOS. 38, 40, QUEEN'S ROAD CEN-  
TRAL, 1st, 2nd, 3rd and 4th Floors,  
above Maillon Levy Hermanos.  
Possession at the end of March, 1904.  
A Lift is to be constructed there.  
Apply to  
**KIN ON,**  
Agent,  
No. 30, D'Agulhar Street.  
Hongkong, January 28, 1904. 188

**TO LET.**  
NO. 10, MACDONNELL ROAD.  
No. 1, RIVER TERRACE in FLATS.  
No. 4, RIVON TERRACE.  
No. 15, WONG NEI CHONG ROAD, facing  
Rosa Centre.  
FLATS in MORRISON TERRACE, facing the  
Polo Ground.  
OFFICES, in Course of Erection, Con-  
naught Road (near Blake Pier).  
GODOWN No. 3A, BLUE BUILDINGS,  
GODOWNS PRATA EAST.  
Apply to  
**THE HONGKONG LAND INVESTMENT  
& AGENCY CO., LTD.**  
Hongkong, February 1, 1903. 211

**TO LET.**  
ON or about 15th FEBRUARY next,  
HOUSES in Kowloon, at moderate  
Rentals.  
Apply to  
**HUMPHREYS ESTATE AND  
FINANCE CO.**  
Hongkong, January 5, 1904. 28

**TO LET.**  
NOS. 5 and 6, BARROW TERRACE,  
Kowloon. Available 1st March.  
Apply to  
**THE SAM WANG CO., LTD.**  
Hongkong, February 4, 1904. 288

**TO LET.**  
TWO ROOMS Suitable for OFFICE  
Use. Entrance from Ice House Street.  
Apply to  
**SECRETARY,**  
MAGNIFICENT HALL.  
Hongkong, February 6, 1904. 240

**FOR SALE.**  
FOR Sale, as a going concern, 'The  
SHANGHAI DAILY PRESS.' Book-  
binding and Job Printing Establishment.  
For Particulars,  
Apply to  
**J. M. GUEDES,**  
Shanghai Daily Press Office.  
Shanghai, January 26, 1904. 103

## For Sale.

**FOR SALE.**  
A VERY FINE COLLECTION OF  
JAPANESE ART CURIOS AND SILK  
EMBROIDERIES.  
Comprising:  
CHOICE SPECIMENS OF SILVER CLOISONNE,  
FINELY PAINTED SATSUMA, OLD BRONZE  
VASES, CARVED IVORIES, OLD PICTURES by  
UTAMARU, FINE CUT VELVET PICTURES, &c., &c.  
Also,  
VERY RICHLY EMBROIDERED SILK PALACE  
HANGINGS, DRAPERY, KIMONOS, &c.  
Terms—As usual.  
On View from Tuesday p.m. to the 9th inst.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, February 9, 1904. 242

**WEDNESDAY,**  
the 10th February, and  
**THURSDAY,**  
the 11th February, 1904, commencing each  
day at 2 P.M., at his Sales Rooms,  
DUNDRELL STREET,  
WITHOUT RESERVE.  
A VERY FINE COLLECTION OF  
JAPANESE ART CURIOS AND SILK  
EMBROIDERIES.  
Comprising:  
CHOICE SPECIMENS OF SILVER CLOISONNE,  
FINELY PAINTED SATSUMA, OLD BRONZE  
VASES, CARVED IVORIES, OLD PICTURES by  
UTAMARU, FINE CUT VELVET PICTURES, &c., &c.  
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Terms—As usual.  
On View from Tuesday p.m. to the 9th inst.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, February 9, 1904. 242

**PUBLIC AUCTION.**  
THE Underigned has received instruc-  
tions from Rear-Admiral ROBINSON,  
to Sell by Public Auction,  
on  
**WEDNESDAY,**  
the 10th February, 1904, at 3 P.M., at  
their Sales Rooms, No. 8, Des Vaux Road,  
Corner of Ice House Street,—  
His Yacht  
**VERNON**  
24 Footer—Y. R. A.:  
Designed by PAYNE, Southampton;  
Built by DOCK CO., Hongkong;  
Sails by LAFFERTY, Canton.  
Present set of Sails; Hollow Mast,  
Boom and Yard, Spare Solid Sails; 2  
Masts, 1 Boom and 2 Yards.  
Present Main Sail and Jib new, this  
Season, well setting.  
Other Sails Comprise:—  
Main Sail, Jib, 2nd Jib and Spinnaker of  
last Season. All in good order.  
Boat in perfect order and Winner of this  
Season's Championship as well as the Com-  
modore of the Yacht Club's Cup and other  
Cups.  
The Yacht may be seen at Kowloon  
Naval Depot.  
For orders to view, apply to—  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, February 4, 1904. 234

**PUBLIC AUCTION.**  
THE Underigned has received instruc-  
tions to Sell, by Public Auction,  
on  
**THURSDAY,**  
the 11th February, 1904, at 2.30 p.m., at  
his Sales Rooms, QUEEN'S ROAD,—  
A FINE ASSORTMENT OF  
JAPANESE CURIOS.  
FINE ART SATSUMA, FINE CLOISONNE,  
FINELY PAINTED SATSUMA, OLD BRONZE  
VASES, CARVED IVORIES, OLD PICTURES and  
ALBUMS.  
EMBROIDERIES and HANDSOME EMBROID-  
ERED SCREENS,  
&c., &c., &c.  
TERMS OF SALE.—As Customary.  
**V. I. REMEDIOS,**  
Auctioneer.  
Hongkong, February 3, 1904. 263

**PUBLIC AUCTION.**  
THE Underigned has received instruc-  
tions to Sell, by Public Auction,  
on  
**FRIDAY,**  
the 12th February, 1904, commencing at  
2.30 p.m., at his Sales Rooms,  
DUNDRELL STREET,—  
A NUMBER OF VALUABLE LAW  
BOOKS.  
Terms.—As Customary.  
Catalogues will be issued.  
On view from Thursday, the 11th  
February.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, February 6, 1904. 250

**COMMERCIAL UNION  
ASSURANCE COMPANY,  
LIMITED.**  
TYRE.—Marine.—Typhoon.—Accidents.  
Specials.—Marine.—Typhoon.—Accidents.  
Guarantee.—Plate Glass.  
Policies issued at current rates.  
**W. H. T. DAVIS,**  
Manager.  
Office hours, 10 a.m. to 4 p.m.  
Saturdays, 10 a.m. to 1 p.m.

**JUST LANDED.**  
A Fresh Consignment of MILK-MAID  
BRAND SWISS CONDENSED MILK.  
Per Dozen Cans, \$2.70.  
and  
23 cents a Single Can.  
**H. RUTTON,**  
No. 5, D'Agulhar Street,  
and 38, Queen Road, Kowloon.  
Hongkong, January 28, 1904. 173

## SUBMARINE BOATS.

**A New Defence.**  
(From Our Own Correspondent.)  
London, January 1.  
That 'Britain rules the sea' is a per-  
fectly true boast, and one we are all  
proud to voice. Therefore, no one will  
quarrel with the Admiralty for their pro-  
posed expenditure in connection with ten-  
more submarines which will be included in  
the shipping programme to be laid before  
the next session of Parliament. In this  
branch of the Navy, France takes a notable  
lead, and now that Germany and Russia are  
recognizing their utility, it is quite time  
that we should awaken to the fact that we  
are none too strong in this respect. The  
importance of these vessels in sea warfare  
cannot be over-estimated, both for purposes  
of defence and offence, and endeavours  
will be made to construct them with the  
displacement of the older torpedo boat des-  
troyers, with the distinctive feature that  
they can travel on the surface like any ordi-  
nary ship, with the power of diving in  
about six seconds, and then proceed under  
water by the aid of powerful electric  
motors. Indeed, the day does not seem far  
off when the submarine craft for offensive  
work will attain the dimensions of  
small cruisers. It is important that the  
secret of their construction should be kept  
absolutely intact, and to ensure this it is  
proposed to build a special dock, surrounded  
by workshops supplied with their  
particular requirements, where they can be  
taken when in need of repair.

**LATE TELEGRAMS.**  
**Another Theatre Burned.**  
Vladivostok, January 18.—The Zimmer-  
man theatre and the adjoining hotel and  
caf  chantant have been burnt. No lives  
were lost, but the damage is estimated at  
120,000 roubles.  
**Russian Troops.**  
Tientsin, Jan. 20.—The Russian troops  
at Peking and Tientsin are about to return  
to Port Arthur. A very few will return  
to Peking; Tientsin will be completely  
evacuated.  
The Russian troops between Chingwantse  
and Shanhaikuan have gone back to Man-  
churia. The only Russian troops remain-  
ing in Pechili province are small detach-  
ments at Tientsin and Peking to guard the  
mission.

**Central American Politics.**  
Washington, January 21.—A bill was  
presented to the Senate to-day relative to  
the union of Panama with the United  
States. The following credits were also  
presented: \$10,000,000 to the republic of  
Panama for the cession of territory;  
\$12,000,000 for the lease of Colombia;  
and \$65,000,000 for the rights of the Canal  
Company.

**A Murderer's Invitation.**  
Garfield, a barkeeper of Minneapolis  
(U.S.A.), telephoned to a friend to listen  
at the instrument and he would hear some-  
thing. The friend immediately afterwards  
heard a woman's shrieks and revolver shots  
through the telephone. The police were  
communicated with, and it was ascertained  
that Garfield, after killing his wife, com-  
mitted suicide.

**Chinese for the Rand.**  
A draft ordinance for regulating the im-  
portation of labourers for the Transvaal  
mines has been published at Pretoria.  
The ordinance confines Chinese to an  
area of not more than a mile radius from  
their places of employment, unless they are  
given special leave, which may be ex-  
tended to 48 hours.  
The Daily Chronicle reports that China  
will prohibit the emigration of unskilled  
labourers to South Africa until an agree-  
ment is arranged with Great Britain  
regarding the admission of Chinamen to  
all the colonies.  
[We should like to know who inspired  
the Chronicle with such a ridiculous idea.]

**Important Edicts by the Pope.**  
London, Jan. 10.—The Pope has direct-  
ed that no lady considering herself a good  
Catholic shall appear in a décollet  gown  
at gatherings which may be attended by  
Cardinals or prelates. His Holiness has  
also ordered the removal from Catholic  
churches of images and ornaments that  
have but little religious or artistic value.

**Cotton-Growing on the Congo.**  
An association is being formed in Bol-  
gum with a capital of 1,000,000 francs  
(about £40,000) to grow cotton in the  
Congo Free State, Equatorial West Africa.  
**Socialism in France.**  
The French police have expelled across  
the frontier Herr Dekker, a member of the  
German Reichstag, who went to deliver  
a social and religious address at Lunville.

**Chamberlain's Cough Remedy.**  
LORENZ'S Cough Remedy relieves the lungs,  
and opens the secretions. It counter-  
acts any tendency of a cold to result in  
pneumonia. It is unexcelled for bad  
colds.  
This time to cure it is when it is merely  
a 'bad cold.' Chamberlain's Cough  
Remedy is highly recommended by the lead-  
ing physicians for this malady. It always  
cures, and cures quickly. For sale by all  
chemists and medicine vendors. W. F. Allen  
& Co., General Agents.

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pneumonia. It is unexcelled for



## RAILWAYS IN CHINA.

**Dr G. E. Morrison Criticizes.**  
The following Times' telegram from the Peking correspondent, summarizing the past year's events in China, is reproduced in the *Yorkshire Post* of the 4th ult.:

British railway enterprise does not compare favourably with that of other nations. The Peking Syndicate have built 75 miles of railway in the interior of the Honan Province, and are sinking a shaft, hoping to find coal at a payable depth which they may be able to sell in Tientsin.

The British and Chinese Corporation obtained nearly six years ago the Shanghai-Nankin Railway, the Kowloon-Canton Railway, the Ningpo and other valuable concessions, but they annually report that they have not yet laid a single rail. The Government secured these concessions for the Corporation in the belief that the Corporation would set an example by investing their own capital in the enterprise. Their methods have done much to discourage the Chinese from taking British concessions seriously. That so valuable a concession as the Kowloon-Canton Railway should be locked in the drawers of the Corporation is little short of a scandal, and was strongly commented on by the Governor of Hongkong, Sir Henry Blake, in his farewell speech. What we think in China is that the Government, if it had the interests of British trade in China at heart, would exercise its right, and transfer unused concessions to other British capitalists, whose way is now blocked. The Corporation are now negotiating for the Hankau-Szechuan Railway. Opinion in China is that if the concession, which by agreement with China can only be granted to the British syndicate, is obtained by the Corporation, or by a combination in which the Corporation have a half-share, it would be regrettable, meaning as it would that the railway will not be constructed for many years, if ever; while genuine British syndicates, capable of constructing the line from their own resources, would be forever excluded.

## The Great Masters.

We have received Parts Two, three, four and five of the 'Great Masters,' being Photographic Reproductions of the works of the most famous Painters, including an introduction and descriptive text by Sir Martin Conway, Slade Professor of Art, Cambridge. The pictures reproduced in 'Great Masters' have been selected from all the leading public and private collections of the world, and include the works of Gainsborough, Reynolds, Vermeer, Rembrandt, Van Dyck, Rubens, Raphael, Murillo, and a host of others. The complete series will consist of 100 pictures, in twenty-five parts, and are sold at a very reasonable price. The complete series will be supplied to subscribers of the first four instalments at a considerable reduction, and a handsome cloth portfolio will be provided free of charge. By the process employed in the reproduction of these pictures the results attained are equal in every way to the beautiful copper-plate engravings of the past, with artistic effects and delicacies of shading equal to those of the finest mezzotints. The size of the pictures (18 by 20) makes them eminently suitable for framing, and affords scope for the adequate and clear presentation of almost any picture which is not cramped with detail. The impressions are on fine art paper, and are beautiful specimens of the photographer's ability. The instalments are published fortnightly by Messrs Wm. Heinemann, London.

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HARRIET: 'I don't know; but, dear me, she can wear the gowns.'

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## DENTISTRY.

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DENTIST.  
Cantonment Road, near Blake Pier.  
Hongkong, December 3, 1903. 628

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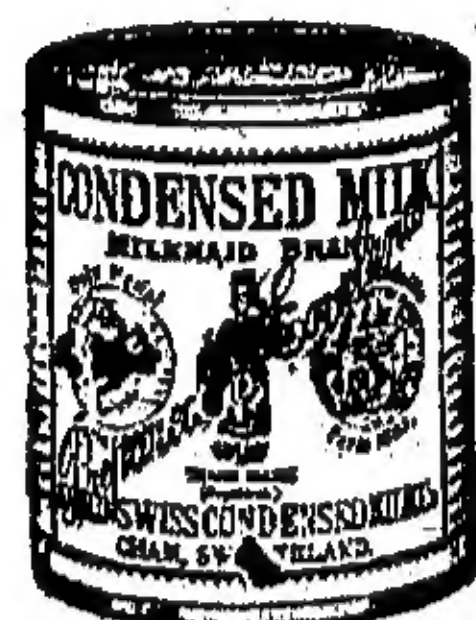
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AND  
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## His Britannic Majesty's Ships on the China Station.

| Name.     | Class.                 | Tons.  | Guns. | H.P.   | Captain.                      | Last reported to. |
|-----------|------------------------|--------|-------|--------|-------------------------------|-------------------|
| Albatross | despatch-vessel        | 1700   | —     | 3000   | Comdr. O. de B. Brook         | Canton            |
| Albatross | batlle-ship, 1st class | 13,800 | 16    | 14,000 | Captain T. H. M. Jernam       | Hongkong          |
| Albatross | ship                   | 1050   | 6     | 1400   | Commander B. Nugent           | Singapore         |
| Albatross | cruiser, 1st class     | 11,000 | 16    | 13,000 | Capt. Charles Windham, C.V.O. | Waikiki           |
| Albatross | gunboat, 1st class     | 9000   | 12    | 13,000 | Captain F. G. Stopford        | Singapore         |
| Albatross | gunboat, 1st class     | 710    | 8     | 1300   | Lieut.-Com. F. M. Leake       | Hongkong          |
| Albatross | gunboat, 1st class     | 710    | 8     | 1300   | Lieut.-Comdr. T. D. Pratt     | Amoy              |
| Albatross | gunboat, 1st class     | 10,500 | 14    | 13,000 | Captain Egan                  | Hongkong          |
| Albatross | cruiser, 1st class     | 12,400 | 14    | 21,000 | Captain Henry M. Tudor        | Hongkong          |
| Albatross | water tank and tug     | 300    | —     | 300    | —                             | —                 |
| Albatross | cruiser, 2nd class     | 6600   | 11    | 9600   | Captain Robert H. S. Stokes   | Singapore         |
| Albatross | ship                   | 1070   | 10    | 1400   | Comdr. Ernest Barton          | Waikiki           |
| Albatross | torpedo boat destroyer | 380    | 6     | 5700   | —                             | Hongkong          |
| Albatross | cruiser, 3rd class     | 1580   | 12    | 3200   | Comdr. P. V. Lawns, D.S.O.    | Hongkong          |
| Albatross | batlle-ship, 1st class | 12,550 | 16    | 13,500 | Captain W. A. Carter          | Hongkong          |
| Albatross | torpedo boat destroyer | 275    | 6     | 4000   | Lieut.-Com. H. L. Wall        | Waikiki           |
| Albatross | torpedo boat destroyer | 275    | 6     | 4000   | —                             | Hongkong          |
| Albatross | torpedo boat destroyer | 1640   | —     | 800    | Comdr. J. D. Dalniece         | Hongkong          |
| Albatross | river gunboat          | 280    | 6     | 3800   | Lieut.-Comdr. C. Asner        | Waikiki           |
| Albatross | cruiser, 1st class     | 14,100 | —     | 31,682 | Lt.-Comdr. G. B. Powell       | Hongkong          |
| Albatross | river gunboat          | 180    | 2     | 800    | Hon. N. G. Stopford           | Hongkong          |
| Albatross | ship                   | 980    | 10    | 1400   | Comdr. C. W. M. Webster       | Waikiki           |
| Albatross | batlle-ship, 1st class | 12,550 | 16    | 13,500 | Captain R. P. Foon, C.M.G.    | Hongkong          |
| Albatross | torpedo boat destroyer | 350    | 6     | 5000   | Lt.-Com. G. G. Girding        | Hongkong          |
| Albatross | ship                   | 1413   | 6     | 1400   | Comdr. W. H. Nicholson        | Hongkong          |
| Albatross | Surveying-vessel       | 435    | 6     | 450    | Captain Morris H. Smyth       | Hongkong          |
| Albatross | ship                   | 980    | 10    | 1400   | Com. D. St. A. Wake           | Shanghai          |
| Albatross | river gunboat          | 25     | 2     | 240    | Lt.-Com. John P. Irwin        | Canton            |
| Albatross | ship                   | 980    | 10    | 1400   | Comdr. T. Jackson             | Shanghai          |
| Albatross | river gunboat          | 25     | 2     | 240    | —                             | West Bay          |
| Albatross | cruiser, 2nd class     | 3600   | 8     | 5000   | Capt. C. H. H. Moore          | Waikiki           |
| Albatross | river gunboat          | 25     | 2     | 240    | Lt.-Comdr. Davidson           | Yangtze           |
| Albatross | torpedo boat destroyer | 355    | 6     | 5300   | —                             | Hongkong          |
| Albatross | torpedo boat destroyer | 250    | 6     | 5300   | —                             | Hongkong          |
| Albatross | cruiser, 2nd class     | 6600   | 11    | 9600   | —                             | Chomulpo          |
| Albatross | receiving ship         | 4800   | 6     | —      | —                             | Hongkong          |
| Albatross | river gunboat          | 180    | 2     | 800    | —                             | Yangtze           |
| Albatross | cruiser, 2nd class     | 3400   | 8     | 5000   | Lt.-Comdr. E. V. Dugmore      | Hongkong          |
| Albatross | torpedo boat destroyer | 355    | 6     | 5300   | Capt. J. A. C. Wilkinson      | Hongkong          |
| Albatross | batlle-ship, 1st class | 12,550 | 16    | 13,500 | Capt. Lewis Stuart, C.M.O.    | Hongkong          |
| Albatross | ship                   | 980    | 10    | 1400   | Comdr. S. St. John Farquhar   | Hongkong          |
| Albatross | torpedo boat destroyer | 355    | 6     | 5300   | Lieut.-Comdr. A. B. Barker    | Hongkong          |
| Albatross | surveying ship         | 430    | —     | 450    | Lt.-Comdr. Ernest C. Hardy    | Hongkong          |
| Albatross | torpedo boat destroyer | 350    | 6     | 5300   | In Reserve                    | Hongkong          |
| Albatross | river gunboat          | 150    | 2     | 550    | Lieut.-Com. Hugh Somerville   | Hongkong          |
| Albatross | river gunboat          | 150    | 2     | 550    | Lieut.-Com. Wason             | Yangtze           |

\* Flag of Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

## Foreign Men-of-war on the China and Japan Station.

| Name.               | Flag and Description. | Tons.  | Guns.  | H.P.   | Captain.                      | Last reported |
|---------------------|-----------------------|--------|--------|--------|-------------------------------|---------------|
| Aspern              | Austrian cruiser      | 968    | —      | —      | Capt. Friedrich Grinzenberger | Canton        |
| Acheron             | French gunboat        | 1796   | —      | —      | Captain Lefortiers            | Singap.       |
| Alouette            | French gunboat        | 300    | —      | —      | Lieut. A. Varney              | Hongkong      |
| Argus               | French gunboat        | 475    | 3      | 450    | Capt. Orsini                  | Canton        |
| Aspio               | French gunboat        | 475    | —      | —      | Commander Journe              | Singap.       |
| Avalanche           | French gunboat        | 580    | —      | —      | Lieut. Horon                  | Hainpoo       |
| Bengali             | French cruiser        | 3740   | 29     | 9000   | Capt. Lefortiers              | Shanghai      |
| Bugeaud             | French cruiser        | 8018   | 18     | —      | Capt. V. Poidlone             | Chomulpo      |
| Chataignerault      | French gunboat        | 525    | —      | —      | Commander Louis               | Hainpoo       |
| Comete              | French gunboat        | 890    | —      | —      | Commander Guthrie             | Singap.       |
| Decidies            | French gunboat        | 1250   | 6      | 2200   | Capt. Le Gollu                | Hainpoo       |
| Kersaint            | French gunboat        | 470    | —      | —      | Capt. Bore                    | Singap.       |
| Lion                | French gunboat        | 9700   | 12     | 19,600 | Captain Arca                  | Singap.       |
| Montcalm            | French cruiser        | 4015   | 27     | 8500   | Capt. Hurst                   | Shanghai      |
| Olry                | French cruiser        | 9437   | 8      | 6371   | Captain Soule                 | Chomulpo      |
| Redoubtable         | French cruiser        | 1796   | 10     | —      | Capt. Vincent                 | Singap.       |
| Styx                | French gunboat        | 629    | 2      | 900    | Capt. Vincent                 | Hongkong      |
| Surprise            | French gunboat        | —      | —      | —      | Captain Thomas                | Yangtze       |
| Takiang             | French gunboat        | —      | —      | —      | Lieut. Gailard                | Singap.       |
| Takou               | French destroyer      | —      | —      | —      | Captain Blonde.               | Amoy Bay      |
| Vauban              | French cruiser        | —      | —      | —      | Lieut. Cavel                  | Canton        |
| Vigilant            | French gunboat        | —      | —      | —      | Co ndr. Villeneuve            | Singap.       |
| Viper               | French gunboat        | 400    | 4      | 441    | —                             | —             |
| Bismarck            | German cruiser        | 1887   | 15     | 3900   | Comdr. Huss                   | Shanghai      |
| First Bismarck      | German flagship       | 11,000 | 38     | 14,000 | Captain Friedrich             | Shanghai      |
| Gaet                | German cruiser        | 1774   | 15     | 3889   | Comdr. Wulmann                | Shanghai      |
| Hansa               | German cruiser        | 9300   | 34     | 10,000 | Capt. van Santen              | Port Arthur   |
| Hertha              | German cruiser        | 37     | 10,000 | —      | Capt. Baron Schimmelpenninck  | Shanghai      |
| Ilia                | German gunboat        | 1000   | 10     | 1300   | Capt. Baron M. Hillebrand     | Shanghai      |
| Jaguar              | German gunboat        | 900    | 10     | 1300   | Comdr. Wilbrandt              | Cobe          |
| Leiser              | German gunboat        | 850    | 10     | —      | Comdr. Koenigs                | Hongkong      |
| Moro                | German gunboat        | 1529   | 10     | —      | Comdr. Fasper                 | Hongkong      |
| Speeder             | German cruiser        | 1840   | 15     | 2600   | Comdr. Hoffmann               | Hongkong      |
| Tiger               | German gunboat        | 900    | 10     | 1300   | Comdr. Deimling               | Chomulpo      |
| Vorwaerts           | German gunboat        | —      | —      | —      | Lieut. Comdr. von Welle       | Shanghai      |
| Thetis              | German cruiser        | —      | —      | —      | Captain Dick                  | Shanghai      |
| Elba                | Italian cruiser       | 2730   | 10     | 7471   | —                             | Yokohama      |
| Piemonte            | Italian cruiser       | 2427   | 34     | 12,000 | Captain Dugrue                | Shanghai      |
| Vesuvio             | Italian cruiser       | 4800   | 24     | 6820   | Captain Zoni                  | Shanghai      |
| Vettor Pisani       | Italian cruiser       | 6500   | 18     | 13,000 | Capt. Cail                    | Nagasaki      |
| Dio                 | Portuguese gunboat    | 720    | —      | —      | Captain Diogo de Sa           | Macao         |
| Zaire               | Portuguese gunboat    | 690    | —      | —      | Capt. F. J. Barbosa Leal      | Macao         |
| Alcort              | Russian gunboat       | 810    | 6      | 750    | Comdr. Guinter                | Vladivostok   |
| Amour               | Russian cruiser       | 2800   | 5      | 4700   | Comdr. Ornatichikov           | Port Arthur   |
| Asakof              | Russian cruiser       | 6000   | 27     | —      | Capt. Reitschelsche           | Kobe          |
| Bayan               | Russian cruiser       | 7800   | 10     | 16,500 | —                             | Port Arthur   |
| Bayan               | Russian cruiser       | 3200   | 8      | —      | —                             | Chomulpo      |
| Bore                | Russian gunboat       | 1050   | 8      | 1160   | Comdr. Krjckovitch            | Shanghai      |
| Bogatyr             | Russian cruiser       | 6640   | 12     | —      | —                             | Port Arthur   |
| Diana               | Russian cruiser       | 6731   | 6      | —      | —                             | Port Arthur   |
| Djigit              | Russian gunboat       | 1458   | 3      | 1700   | Capt. Nasarovskiy             | Shanghai      |
| Gadames             | Russian gunboat       | 500    | 9      | 3500   | Comdr. Yuritski               | Port Arthur   |
| Gedames             | Russian gunboat       | 1490   | 8      | 2000   | Comdr. Zagarskiy              | Shanghai      |
| Gromobit            | Russian cruiser       | 12,864 | 44     | 14,500 | Captain Jansen                | Port Arthur   |
| Guljak              | Russian gunboat       | 3000   | 6      | 1900   | Comdr. Shumoff                | Shanghai      |
| Korset              | Russian gunboat       | 1212   | 7      | 1500   | Comdr. Novakovsky             | Chomulpo      |
| Mandjour            | Russian gunboat       | 1224   | 7      | 1400   | Comdr. Novakovsky             | Shanghai      |
| Navarin             | Russian battle-ship   | 10,306 | 12     | 9700   | Commander Crown               | Port Arthur   |
| Novik               | Russian gunboat       | 3000   | 6      | 17,600 | —                             | Port Arthur   |
| Orel                | Russian gunboat       | 1490   | 6      | 2000   | Comdr. Vasiliev               | Port Arthur   |
| Orskoy              | Russian cruiser       | 6731   | 12     | —      | —                             | Port Arthur   |
| Pargoviet           | Russian battle-ship   | 12,674 | 15     | 14,500 | Captain Koroleff              | Port Arthur   |
| Petrovlovsk         | Russian battle-ship   | 10,980 | 18     | 10,800 | Captain Jakovlev              | Port Arthur   |
| Pobeda              | Russian battle-ship   | 12,674 | 15     | 14,500 | Capt. Zastavinski             | Port Arthur   |
| Poltava             | Russian battle-ship   | 10,980 | 18     | 10,800 | Captain Orskoy                | Port Arthur   |
| Rashchynsk          | Russian battle-ship   | 1334   | 10     | 1788   | Comdr. Liven                  | Chomulpo      |
| Relizian            | Russian battle-ship   | 12,902 | 18     | 16,000 | —                             | Port Arthur   |
| Roset               | Russian battle-ship   | 12,902 | 18     | 16,000 | Captain Sopolennikov          | Vladivostok   |
| Rurik               | Russian battle-ship   | 10,980 | 28     | 13,250 | Capt. Magashev                | Mesampo       |
| Savastopol          | Russian battle-ship   | 10,980 | 16     | 10,600 | Captain Serebrennikov         | Port Arthur   |
| Slavich             | Russian gunboat       | 950    | 2      | 1135   | Lieut.-Comdr. Ivanov          | Port Arthur   |
| Sivotch             | Russian gunboat       | 1050   | 8      | 1120   | Comdr. Gliner                 | Port Arthur   |
| Tsarvitch           | Russian battle-ship   | 19,000 | 27     | 20,000 | Capt. Bahr                    | Port Arthur   |
| Varyag              | Russian cruiser       | 500    | 9      | 3500   | Comdr. Zagoriansky-Roset      | Port Arthur   |
| Vesnik              | Russian gunboat       | 1230   | 15     | 1134   | Comdr. Abramoff               | Port Arthur   |
| Zabiyaka            | Russian cruiser       | —      | —      | —      | —                             | —             |
| Albany              | U. S. cruiser         | 3500   | —      | —      | Capt. J. H. Rodgers           | Honolulu      |
| Calico              | U. S. cruiser         | 235    | —      | —      | Lieut. M. T. Miller           | Hongkong      |
| Cincinnati          | U. S. gunboat         | 8213   | —      | —      | Capt. H. E. Mason             | Honolulu      |
| Don Juan de Austria | U. S. gunboat         | 1150   | —      | 1600   | Capt. Dandridge               | Singapore     |
| Elcano              | U. S. gunboat         | 540    | —      | —      | Capt. Dandridge               | Shanghai      |
| Helena              | U. S. cruiser         | 1892   | 9      | 1863   | Lt.-Comdr. J. Hood            | Shanghai      |
| Kentucky            | U. S. flag-ship       | 11,500 | 41     | 10,000 | Comdr. Stuenkel               | Shanghai      |
| Monckton            | U. S. monitor         | 3990   | 8      | 3000   | Captain R. M. Berry           | Honolulu      |
| Monocacy            | U. S. gunboat         | 1370   | 6      | 850    | Captain Mahan                 | Shanghai      |
| Monterey            | U. S. monitor         | 4119   | 4      | 2244   | Capt. Denfield                | Tate          |
| New Orleans         | U. S. cruiser         | 3437   | 20     | —      | Comdr. W. H. Beecher          | Amoy          |
| Oregon              | U. S. cruiser         | 10,264 | 49     | —      | Comdr. B. H. B. Beecher       | Honolulu      |
| Rainbow             | U. S. cruiser         | 4296   | —      | —      | Captain Blawie                | Kobe          |
| Raleigh             | U. S. cruiser         | 3213   | —      | —      | Comdr. S. L. Dyer             | Manila        |
| Vigilance           | U. S. cruiser         | 1000   | 15     | 1119   | Captain Nason                 | Hongkong      |
| Vincennes           | U. S. gunboat         | 400    | —      | —      | Comdr. Marshall               | Shanghai      |
| Wilmington          | U. S. gunboat         | 1397   | 9      | 1864   | Lieut. L. O. Belding          | Shanghai      |
|                     |                       |        |        |        | Comdr. U. B. Harris           | Shanghai      |



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468 1/2, Queen's Road Central.**MEMOS. FOR TO-MORROW.**  
Auctions.2 p.m.—Auction of a very Fine Collec-  
tion of Japanese Art Curios and Silk  
Embroideries, &c., at Mr Geo. Lam-  
mert's Sales Rooms.  
3 p.m.—Auction of Sailing Yacht "Feron"  
at Messrs Huggins and Hough's Sales  
Rooms.**General Memoranda.**THURSDAY, February 11—  
2.30 p.m.—Auction of a fine Assortment  
of Japanese Curios, &c., at Mr V. I.  
Remedios' Sales Rooms.  
Goods per *Mirionel* undelivered after  
this date subject to rent.  
Goods per *Catherine* undelivered after  
4 p.m. on this date will be landed.FRIDAY, February 12—  
6 p.m.—Meeting of Members of Hong-  
kong Cricket Club at Pavilion.  
2.30 p.m.—Auction of a number of Val-  
uable Law Books at Mr Geo. Lam-  
mert's Sales Rooms.  
Goods per *Boydell* undelivered after this  
date subject to rent.  
Goods per *Benjoe* undelivered after this  
date subject to rent.  
Goods per *Borneo* not cleared at 4 p.m.  
on this date subject to rent.SATURDAY, February 13—  
9.30 a.m.—Military Gun Practice.  
9 p.m.—A. D. O. Performance at the  
City Hall.  
Noon—Meeting of Shareholders of Hun-  
phrys Estate & Finance Co., Ltd., at  
the Registered Office.  
12.30 p.m.—Meeting of Shareholders of  
Hongkong Ice Co., Ltd., at the General  
Managers' Office.**A. S. WATSON & CO.,**  
LIMITED.

WINE &amp; SPIRIT MERCHANTS.

**SCOTCH****WHISKY.****WATSON'S**Celebrated **E BLEND****VERY OLD LIQUEUR****Scotch Whisky.**A Blend of the Finest WHISKIES  
distilled in SCOTLAND, of great age, very  
fine and mellow.Pronounced by connoisseurs and general  
ly recognised to be the BEST BLEND in  
the FAR EAST.

For Dozen ..... \$16.50.

The following are also recommended and  
are of very Fine QUALITY—

A.—THORNE'S BLEND ..... \$12.00

B.—GLENORCHY, MELLOW

BLEND, a fine 'SODA'

WHISKY of great age ... 12.00

C.—ABERLOVE-GLENLIVET ... 13.50

D.—H.K.D. BLEND of the Finest

Old Malt SCOTCH WHISKIES 16.00

**A. S. WATSON & Co., Limited,**

Established A.D. 1841.

February 8, 1904.

**BIRTH.**  
On 7th February, at 47 West Parade,  
Huddersfield, Yorkshire, the wife of W.  
S. BARNES (Douglas S.S. Co.), of a  
Daughter.  
**MARRIAGE.**  
On February 9, at H.B.M.'s Consulate,  
Shanghai, and afterwards at the Cathedral,  
GERARDUS STEWART, of Hongkong, to  
HENRIETTA ELLEN, daughter of Major W.  
H. Gresson (late York and Lancaster Re-  
giment), Farnleigh, Cheltenham.The publication of this issue commenced  
at 5.30 p.m.**The China Mail.**

HONGKONG, TUESDAY, FEBRUARY 9, 1904.

**LOCAL AND GENERAL.****Notes by the Way.**On the 4th inst., the Civil Commission  
in Manila passed a vote of one million  
pesos for harbour improvements in Manila.The International Banking Corpora-  
tion have taken over the business of the  
Guaranty Trust Company of New York at  
Hongkong, Shanghai and Manila.**Willie Freear's Engagements.**Willie Freear gives an entertainment  
at Canton on Thursday and at the V. R. C.  
Gymnasium at Kowloon on Friday night.**Douglas Steamer Chartered.**We are informed that one of the  
Douglas steamers has been chartered by  
the British authorities for transport pur-  
poses. The s.s. *Haimun* is named as the  
steamer.**Outbreak of Enteric Fever.**The Sanitary Board authorities report  
nine cases of enteric fever in the Colony—1  
Chinese and 8 European—during the week  
ended 6th inst. The Chinese case occur-  
red in the city of Victoria; the European  
cases are all in Districts outside the city.  
One case proved fatal.**Re-appearance of the Plague.**The first cases of plague for the year  
were reported to-day by the Sanitary  
authorities. In one case death occurred in  
a match at Ma Cho Yuen; in the other  
the body was 'dumped' near No. 1 Cheung  
Fuk Lane—which is in the neighbourhood  
of Second Street.**A Bank Cashier Suicides.**When the loss of 30,000 yen was dis-  
covered at the Bank of Japan in December  
last, Mr. Tokuo Koi, formerly chief  
cashier of the Bank, was suspected of  
being implicated in the disappearance.  
He, with several clerks, was dismissed  
and was subsequently examined by the  
police. Although he protested his inno-  
cence, he could not face the ordeal of a  
trial (says the *Kobe Chronicle*), and so he  
committed suicide, stabbing himself with a  
tanto (a sword) and leaving a letter to  
his family informing them that that was the  
only way by which he could prove his  
innocence.**Panjon Mines Crushing.**The January crushing at the Panjon  
Mines, as received by wire, is as follows:—  
67 ounces gold from 950 tons are crushed,  
estimated value being \$2,500. A sub-  
sequent wire received on the 6th inst.  
announced an 'important discovery' at  
Manik, likely to prove a valuable ad-  
dition. The directors have instructed Mr.  
Lock, the Raub Australian Gold Mining  
Co.'s manager, to report on the value of  
the concession generally so that they may  
lay before the general meeting, which is  
expected to be held in March next, as  
complete a statement as possible of the  
value of the company's property.**Sixto Lopez Rejected.**The Philippines are not for the Philip-  
pines. Sixto Lopez, who attempted to land  
at Manila from the *Manzanar* on the 4th inst.,  
was prevented from doing so as he would  
not subscribe to the oath of allegiance.  
Lopez, who was a great friend of the late  
Dr. Jose Rizal, and, later, of Agoncillo, was  
first deported from the Philippines in 1892.  
He appears to have a strain of the Irishman  
in him for he is always 'agin the govern-  
ment'; he was against the Spaniards, now  
he is against the Americans, and it is even  
stated that Agoncillo and he, once brother  
patriots and propagandists, do not speak to  
each other now. He will probably make  
Hongkong his home.**A Popular Captain's Appointment.**We learn from the *Japan Herald* that  
at the half-yearly meeting of the share-  
holders of the Grand Hotel, Limited, Yok-  
ohama, held on Wednesday (says the *Kobe  
Chronicle* of the 31st January), the direc-  
torate announced that it had engaged the ser-  
vices of Captain F. D. Vies, now of the  
N.Y.K. steamer *Bingo*, to act as an ap-  
pointed manager at the Hotel, Mr. Ep-  
pinges will remain in an advisory capacity.  
No one who knows Captain Vies will  
doubt for a moment his capacity to give  
complete satisfaction in a position for which  
his well-known characteristics qualify him  
admirably.MORRIS: 'Did you enjoy your ice cream,  
Dixie?' 'Yes, ma; they was  
seven other boys lookin' in the window at  
me.'**TELEGRAMS.**

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTERS, VIA DOMBAY.

**THE RUSSO-JAPANESE  
EMBROGLIO.****ST. PETERSBURG  
ASTONISHED.****Japan Blamed for 'Intelligent  
Anticipation.'**

LONDON, February 8.

The news of the breaking off of  
diplomatic relations between Japan and  
Russia was received in St. Petersburg  
with stupefaction.It was still hoped that Japan's  
decision would be modified, when the  
Japanese Government became aware  
of the conciliatory nature of the Rus-  
sian reply to their last Note.

HONGKONG, February 9.

To-day matters were very quiet in Hong-  
kong. Very little news of a definite  
character could be gathered. The Japan-  
ese and Russian Consuls both averred that  
they had received no information beyond  
the fact that diplomatic relations had been  
broken off between the two nations. An  
inquiry as to whether war was actually  
declared was met with a denial of any  
knowledge on that point. The Shipping  
firms were equally ignorant of the actual  
position of affairs between Japan and  
Russia. It seemed as though it was the  
lull before the storm, which, it is feared,  
must break out before long. At the  
Japanese Banks the same uncertainty was  
manifested. The probability of war was  
the main topic of conversation round about  
town, and the usual rumours, so prevalent  
of late, were bandied about. Most of the  
rumours, when sifted to the bottom, are  
found to be baseless, but still each day  
brings its crop.**Sample Rumours.**The following are some of the rumours  
that were current in the Clubs and tea-  
houses to-day:—1. That the Japanese had landed a large  
force in Korea, were opposed by the Rus-  
sians and lost upwards of 250 men.2. That a Japanese battleship engaged  
two Russian warships, and sunk them.3. That the Japanese have captured a  
Russian mail steamer.4. That two Japanese torpedo-boats  
attacked a Russian cruiser off Chemulpo,  
and that all three were sunk.Our readers will probably be able to  
supply variants of these; but until our  
correspondents in Japan get their messages  
through we prefer to wait before accepting  
any of these rumours as reliable.It may be noted as showing the stringency  
of the censorship in Japan that the Hong-  
kong Observatory has not received its cus-  
tomary daily weather bulletins from Japan  
and the North.**The Troops on the 'Diliwa.'**Despite the many details of the rumours  
concerning the transport *Diliwa*, which  
left Hongkong on January 21 with 6 officers  
and 57 men of the 89th Company of the  
Royal Garrison Artillery for Rangoon,  
as well as invalids and time-expired men  
for England, fresh reports arise. During  
the last couple of days it has been freely  
stated that the officers and men of the  
89th Company have been recalled. 'We  
have ascertained, however, that such is not  
the case. The men have, are this, been  
landed, and the *Diliwa* is probably on  
her way to England. It is not  
at all likely that any of these men will  
be recalled. Should additional men be re-  
quired the relief crews on board the *King  
Alfred*, now on her way out, would be  
called in requisition.'**Why There is No News  
FROM JAPAN.****The Censorship of Telegrams.**The *Kobe Chronicle* of the 28th January  
deals very fully with the censorship of  
cable messages in Japan. It is the first  
of all complete accounts of the mutilation  
of messages and their subsequent despatch  
by the authorities, without notifying the  
authors of the messages, a proceeding  
which is certainly indefensible, our con-  
temporary proceeds:—  
It is somewhat difficult to understand  
why the Japanese Government has thought  
fit to establish a censorship over foreign  
Press messages at this stage, and it is still  
more difficult to understand the principles  
on which the Censor's Office works in  
deciding what shall or shall not be per-  
mitted to pass. When the newspapers  
published in Japan were ordered that until  
further notice they were not to publish  
items relating to the military or naval  
services, it was officially stated that the  
prohibition merely referred to the move-  
ments of troops, and that the movement  
of war vessels, strategic plans, or war  
secrets. No restriction was placed on  
newspapers discussing the situation or in-  
dulging in speculations as to its outcome,  
and no attempt has been made to  
impose such restrictions. It is quite other-  
wise with the censorship imposed on for-  
eign telegrams, however. The authorities  
not only decline to forward messages relat-  
ing to military or naval movements, as  
they are perfectly entitled to do if the  
country is really on the verge of war, but  
they also exercise the same power regarding  
items of political information, which have  
no reference whatever to the movements of  
troops or war-ships.During the last few days the Censor has  
stopped all messages which have any  
reference whatever to the political situation. Onemessage, for example, was to the effect that  
it was difficult to send messages owing to  
the strict censorship which prevailed,  
but that Japan was undoubtedly on the  
verge of a movement for the pro-  
tection of her interests in Korea, to  
which was added some information about  
the impending flotation of War Loan  
Bonds. The whole message was stopped,  
though, as will be seen, it contained no  
indication of the nature of the action Japan  
intended to take in Korea and merely  
stated facts that are well known in Japan.  
A previous message had also been stopped,  
which was so far from being alarming as to  
point out that the measures Japan was  
likely to take to defend her interests did  
not necessarily involve hostilities. Even  
a simple message to the effect that the  
Government was exercising censorship over  
messages was also refused transmission, as  
was another stating that Admiral Count  
Kasumara had prepared a memorial for pre-  
sentation to the Emperor strongly criticising  
the Ministry for its inaction.The whole thing is so absurd that the  
only simile is that much-worn one of the  
ostrich hiding its head in the sand and  
believing that the hunter cannot see it.  
We may point out that it is only three days  
from Korea to Shanghai, and, unless the  
authorities are applying the censorship to  
the inspection of private letters, it is for  
those three days only that the world can  
be kept in ignorance of the situation in  
Japan, to say nothing of the fact that the  
information which the Foreign Department  
has thought fit to stop when sent by tele-  
gram is published in full in the newspapers  
and quickly finds its way to contiguous  
places where there is no censorship on  
telegraphic messages. From first to last  
the procedure seems more what might have  
been expected of Japan thirty years ago  
than of Japan in the year 1904, and, to  
say nothing of the state of nervousness  
which it discloses, the contrast between  
the liberty given Press correspondents by  
the Russians at Port Arthur with the re-  
strictions imposed by the Government in  
Japan is certainly very remarkable.**JAPAN'S NEW CRUISERS.**Under the Japanese Flag.  
We take the following from the *Kobe  
Chronicle*:—A telegram from Genoa, dated the 6th  
January, says when it became known that  
the *Nishin* and *Kasuga* would depart from  
Genoa that night there was great excite-  
ment throughout the town, and crowds of  
people flocked to the harbour to bid fare-  
well to the ships of the new strength, and  
speed, says the telegram, they were  
proud. The correspondent continues:—  
An especial interest centres in the war-  
ships, too, because half of their crews will  
be Italians, and because the engines are  
entirely of Japanese construction. Contrary  
to what has been asserted, the *Nishin* and  
*Kasuga* have kept the Japanese colours hoisted  
from the moment they were turned over to  
the Japanese authorities. The vessels are  
commanded by two Englishmen, Captain  
Boyle and Captain Lee, and the other  
officers are also English, with the excep-  
tion of five Japanese. The crews, number-  
ing 300 men to each ship, are equally  
divided between Italian and English  
nationality. The landing of the twenty  
English artillerymen embarked on the  
vessels last night. The Commanders of  
the *Nishin* and *Kasuga* have received  
sealed orders, which will be opened on the  
sea. At the last moment the departure of  
the war-ships was delayed to await the  
receipt of money from the Japanese Legation  
at London, but it is expected the vessels  
will sail early to-morrow morning.  
On board each war-ship the utmost rigour  
prevails, and the crews are extremely  
impatient for sailing orders. The Japan-  
ese officers are particularly jubilant.**War Preparations in Japan.**Preparations are in progress which speak  
more significantly than actual words, re-  
ports the *Kobe Chronicle* of the 31st Jan.  
Among other things the Government is  
taking steps to establish an office where in-  
telligence may be obtained by relatives  
and friends regarding prisoners of war and  
other information needed should war  
break out. This office will be established  
in accordance with Article I of The Hague  
Convention, and will form a precedent  
in the history of warfare. How much  
such an office is needed was realised by  
the thousands who attended the War Office  
in London during the dark days of the  
South African War. Regulations for the  
control of war correspondents who may  
join the Army or Navy at the front are  
being prepared and will be published in a  
few days.**Japan's Secrecy.**It is difficult to understand, says the *Kobe  
Chronicle* of the 28th ult., what is  
being done by the Japanese Government.  
The authorities are reticent and prevent  
the publication of news of operations  
actually in progress, so that the country  
appears to be bewildered at the present  
situation. Our correspondent at Tsushima  
wired us yesterday that the price of com-  
modities on the island have been rising  
which may be taken to indicate that the  
island is now crowded with troops, and it  
seems probable that the Japanese squadron  
is also in Tsushima ports. Whether the  
sixty transports chartered by the Govern-  
ment are also there we cannot say, but  
presumably they are not lying idle and are  
being used for some purpose or other, as  
the coast of Korea is only a few hours' sail  
away.**Japanese Leave Manchuria.**The Japanese residents at Harbin and  
Daly, numbering 20 men and 24 women,  
arrived at Nagasaki on the 24th ult. by the  
Chinese Eastern Railway Company's steamer  
*Amur*.  
On the 20th ult. about forty Japanese  
late residents in Manchuria arrived at  
Nagasaki by the steamship *Saka* from  
Port Arthur. The Japanese report that  
Russian troops were daily arriving at Port  
Arthur by rail. From another source  
comes the news that about a thousand  
Russian troops left Port Arthur the other  
day for the Korean frontier.**Not Necessarily War.**Discussing the prolonged delay of the  
Russian reply to Japan, the *Kobe Chronicle*  
on 31st January says:—  
Whenever the Reply may be due, how-  
ever, we believe that the Japanese will  
be satisfied with the Russian attitude, and  
that the Japanese demands will be conceded.  
The Foreign Office admits that Japan has  
pressed Russia for a reply to her latest  
Note, and it cannot be long now before  
Japan takes action in default of a reply be-  
ing received. As will be seen, all prepara-  
tions are made for raising funds for the  
contingency of a war should the present  
situation unfortunately, and in the two  
countries finding it impossible to reach an  
agreement. We still think, however, that  
the Japanese are not so much concerned for  
the protection of their interests as they are  
for the sake of a few dollars' interest.  
The long period of suspense, which is doing  
such great injury to Japan's interests.**TELEGRAMS.**

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTERS, VIA DOMBAY.

**MR BALFOUR'S ILLNESS.****SERIOUS DEVELOPMENTS.****Two Doctors in Attendance.**

LONDON, February 8.

Mr Arthur J. Balfour, the Premier,  
who was reported as suffering from  
influenza, has developed bronchial  
trouble. His condition is so serious  
that another doctor had to be sum-  
moned, and two are now in attendance.[Mr Balfour has been suffering from in-  
fluenza for some time past, and could  
not attend the opening of Parliament on  
February 2.—Ed. C.M.]

[REUTERS'S SERVICE.]

**RUSSIA AND JAPAN.**

LONDON, February 7.

A semi-official statement has been made  
at St. Petersburg that Baron Rosen has  
handed the Russian reply to Japan. An  
authoritative statement from St. Petersburg  
says that the Government has gone as far  
as it possibly can to meet Japan's wishes,  
and that if Japan is animated by the same  
peaceful sentiments as Russia, she will  
receive fresh proposals in a manner permit-  
ting of an eventual accord. Baron Rosen  
has been furnished with full instructions  
for a fresh phase in the negotiations.The Post Office notifies that private Code  
telegrams will not be accepted for Japan.The P. and O. Steamer *Pelican* has  
sailed from London with a large quantity  
of ammunition for the China fleet, 110  
ratings and a few infantry.

LATER.

The Russian Government has sent a  
circular to Russian representatives abroad,  
dated 6th inst., stating that the Japanese  
Minister has informed Russia that Japan  
has decided to cease further negotiations  
and to recall the Minister and the whole  
Legation staff from St. Petersburg. Russia  
has, therefore, ordered her Minister at  
Tokyo to leave with his whole staff without  
delay. The circular adds that such a  
procedure on the part of the Tokyo Govern-  
ment, which did not even await the arrival  
of the Russian reply, throws on Japan the  
whole responsibility for the consequences  
which may arise from a rupture of diplo-  
matic relations.Orders have been issued at St. Peters-  
burg to lay rails immediately over the ice  
on Lake Baikal to save present delays.The Tsar is about to proceed to Moscow  
to submit his cause and the Empire's fate  
to the Almighty before the altar of the  
Troitsk monastery, as his fathers have  
done in the past, before drawing the sword.**RUSSIA AND JAPAN.**

LONDON, February 8.

The British Embassy in St. Petersburg  
takes charge of Japan's interests.  
Mr. Kurino, the Japanese Minister at St.  
Petersburg, intimated to Russia on the 5th  
inst. that the Russian reply had been de-  
layed for 22 days and that Russia in the  
meantime had been actively preparing for  
war, in consequence of which Japan had  
refused to wait any longer.**THE BALKAN TROUBLE.**The unrest in the Balkans is markedly  
increasing. The Turkish Government in  
commandeering rolling stock, as it did  
before the Greek war.

[FAR EASTERN PRESS ASSOCIATION.]

**THE KING'S SPEECH.**

LONDON, February 8.

King Edward VII. in his speech before  
Parliament proclaimed a message of peace  
and good-will. He expressed the warmest  
friendship for the Japanese, at the same  
time he called attention to the years of  
comity between Great Britain and Russia  
that have elapsed since the 'peace with  
honour' and expressed a hope that his  
reign might never see the tranquility of  
Europe disturbed by a war, albeit  
between two members of the great  
European concert, or between a Euro-  
pean power and any of the great world  
powers that since Lord Beaconsfield's time  
have taken their place at the great council  
table of the nations. He pledged his word  
as a sovereign that he would spare every in-  
fluence at his command to prevent such a  
terrible catastrophe as war between two  
such brave peoples as the Russians and the  
Japanese. The royal speech was received  
with great enthusiasm by the Conserva-  
tives.**DEATH OF W. C. WHITNEY.**

New York, February 8.

William C. Whitney died at 10 o'clock  
yesterday morning, aged 55 years. He was  
born in Cleveland, was a highly educated  
man, and a noted financier. He was a  
sporting man. His death will be a  
large element of New York's sorrow.**SEVILLA AGAIN DISTURBED.**

SEVILLE, February 8.

The ministry has resigned. The  
threat of a revolution is imminent. The  
King is in Seville. The situation is  
very serious. The army is in Seville.  
The situation is very serious. The army  
is in Seville. The situation is very serious.  
The army is in Seville. The situation is  
very serious.**MAYOR OF CHICAGO INDIC-  
TED.**

CHICAGO, January 27.

Mayor Carter H. Harrison and other  
municipal officials, have been arrested in  
connection with the 'Trough' Theatre dis-  
aster. They have been indicted for man-  
slaughter and criminal negligence in failing  
to enforce the requirements of the city  
ordinances with reference to the theatre.  
The indictment is returned by the  
Grand Jury. The indictment is returned  
by the Grand Jury. The indictment is  
returned by the Grand Jury.**CANTON NOTES.**

(From Our Own Correspondent.)

A BARRAN.

CANTON, February 9.

On Thursday afternoon last, Mrs Devine  
held a bazaar in aid of the Wesleyan Girls'  
Boarding School, Mr C. W. Campbell,  
C.M.G., H.B.M. Consul-General, opened  
the proceedings at 4 p.m. Several Sha-  
meen ladies presided very successfully over  
the various stalls until seven o'clock, and  
then from nine to eleven o'clock, shortly  
before which hour a humorous auction was  
held by a popular and versatile river  
steamer skipper.The proceeds from the sale of work, &c.,  
amounted to \$750.**THE RECLAMATION.**In the front reach, the Reclamation for  
the Chinese Bund Syndicate is progressing  
rapidly. The work is being carried on  
simultaneously at Kuk Fa and Tung Hoo.  
At Kuk Fa, the new Ice Company is mak-  
ing a pier. At Tung Hoo there is a con-  
siderable length of dressed granite bunding  
up. The Tung Hoo Creek is now finished,  
with a dressed granite retaining wall run-  
ning the whole length on either side.  
When the bunding reaches Dutch Folly, it  
is proposed to move the Flower Boat  
down to Tai-sai-tow, near the Salt Flats.  
Should this be done, the boats will be very  
inaccessible to the tourist.**THE FRENCH RIVER STEAMER.**Yesterday morning, the new French  
river steamer *Paul Bonu* arrived on her  
maiden trip. During the morning, many  
Shameen ladies boarded her, and admired the  
tasteful way in which she is fitted up for  
both first and second-class European pas-  
sengers. At one o



## MR CHAMBERLAIN'S POLICY.

## Lecture and Discussion.

At the City Hall, last night, under the auspices of the Hongkong Old Volume Society, Mr. Ernest D. Haskell delivered a lecture on 'Fiscal Policy and Imperial Federation.' Hon. H. E. Pollock, K.C., presided. There was a good attendance, many ladies being present.

Mr. Pollock introduced Mr. Haskell, who said that the subject of his lecture was one which had been very much in the public mind of late, not only of Great Britain but of the Colonies and of the whole Empire. He referred to the great question of fiscal policy. It was a question that affected the Empire very vitally. It was of vital importance because in the answer to that question depended the fate, the ultimate destiny of the Empire. We had been content to slumber on in financial security, and it had been left to Mr. Chamberlain to wake up the nation to the grave Imperial danger which confronted it in the pursuit of a policy which was no longer compatible with the changed conditions under which we lived. He did not for a moment advocate Protection against Free Trade. He did not say that Protection was better than Free Trade, that Protection brought with it prosperity and progress, and Free Trade ruin and decay. As an economist, he thought Free Trade was to be preferred, but what he did say was that we must suit our policy to the times. If the times had changed, and we found that our methods were no longer suitable, that in fact our policy was leading us into decay, then the time had come to change that policy. In our rigid adherence to a policy which was no longer compatible with the changed conditions under which we lived, we were blinding ourselves to the ultimate issues. In the days when the anti-Corn Laws agitation was at its height, in the days when Cobden was the hero of the hour, we were told that the Corn Laws, and the institutions of the policy which we were pursuing and had pursued ever since, the condition of the world was vastly different, and the circumstances by which we were surrounded were vastly different. Then we were the workshop of the world. Foreign countries when we were not manufacturing countries or if they were, their manufactures were in their infancy. But behind the high tariff walls which they raised they gradually built up their industry, their manufactures improved and increased, until now their industry not only had a firm hold of their own markets and were keeping us out, but were invading ours as well. Free Trade in all very well, but it must be 'Free' on both sides. Could we call the present arrangement by which Great Britain admits the exports of all countries free, while her own to foreign countries were taxed to such an extent as to become prohibitive, Free Trade? Was that Free Trade? Absolutely not. Under such a policy was nothing short of suicidal, and he doubted very much whether Cobden, had he been alive to-day, would advocate the continuance of the present policy, in face of the changed conditions which surrounded us, because when he urged the nation to this step, when the rulers of the nation committed themselves to a Free Trade policy, they did so in the confident belief that foreign countries would very soon follow our policy; in fact they anticipated that our example would result in universal Free Trade; but unfortunately their anticipations were not justified. If Free Trade was universal—it would be quite a different matter—but we knew it was not. There were three aspects, he thought, from which we might view the fiscal proposals of Mr. Chamberlain, firstly, the power it would give us to retaliate against foreign countries imposing hostile tariffs against us; secondly, the maintenance and expansion of Imperial trade, and so making the Empire self-supporting; and thirdly, as a basis of Imperial Federation. It was of this last aspect that he wished particularly to speak and to explain why he thought that such a change in our fiscal policy was not only desirable but absolutely essential for the union of the Empire and its extension. We prided ourselves on an united Empire, an Empire united by the bonds of kinship and loyalty and common sympathies, but did we ever realize how slender was this bond which united the Empire, slender because it was sentimental, not a material bond, and however valuable it might be we must remember that it was liable to be snapped asunder at any moment. He did not suggest that these bonds were weak ones. On the contrary, they were of the strongest character, and no better illustration of that fact could be needed than the action of the Colonies in the late South African War. That was demonstrated to the world the practical value, the real strength and the might of the Empire. Those great Colonies, Australia, Canada, New Zealand, and the South African Colonies, sent forth their noblest and their best to uphold together with those from the mother country the glory and dignity of the Empire and to shed their blood for a cause which did not directly concern them, but which the Empire had made its own. (Applause.) That was a glorious picture—those Colonies spontaneously and of their own accord rallying round the standard at a moment of danger and trouble; and what greater demonstration could we need but that? Yet it behooved us to look far ahead into the future, and there might come a time when the bonds of kinship and loyalty, and the bonds of sympathy—of storm and stress, of anxiety and uncertainty, when the Colonies might feel that the bonds were rickety, or that a brighter prospect awaited them by an independent existence, or some stronger fascination might impel them to separation from the mother country or alliance with another State. Then it would be found that these bonds of sentiment would avail but little. We had in the possession of a world-wide Empire vast possibilities, and we must utilize them to their utmost. Now was the favorable time when we could do so. We must strike when the iron was hot; the opportunity might never come again. Mr. Chamberlain's words in the first speech in which he referred to the fiscal question were:—'The Empire is in its infancy. Now is the time when we can mould that Empire, when we and those who live with us can mould its future destiny. If we want an united Empire, if we want Imperial Federation, we must have a system of preferential tariffs between the different parts of the Empire. Imperial Federation cannot be complete unless based on fiscal union; that is the rock, the foundation on which must be laid the mighty superstructure of a vast consolidated Empire, self-supporting and self-defending. We might have an Imperial Council, a common Legislature for the Empire, we might have a common system of Imperial defence, we might have a common Imperial exchequer; but unless and until we had a commercial union, the federation of the Empire would not be complete—could not be complete without common commercial

interest. Now let me review briefly the progress of British trade in the last 30 years. In 1872 the trade of Great Britain, her exports, amounted to £287,000,000; in 1902 it was £285,000,000. That is an increase of 20 millions in 30 years; that is equal to about 10 per cent. You still perhaps say then, Why our trade has not declined. Yes, in point of figures it has not; but you must consider that while our trade has increased 10 per cent., during the same period the trade of the United States increased from 87 to 288 millions or 237 per cent., and the other protected countries too showing a large increase, our trade increased only 10 per cent. in spite of the fact that the exports from Great Britain to British possessions alone increased from 61 to 109 millions during that period, or 79 per cent. Our foreign trade had declined from 195 to 174,000,000. Our Imperial trade, however, increased abundantly, and is capable of vast expansion, but it must be stimulated, fostered. A system of preferential tariffs between Great Britain and the Colonies would stimulate and extend Imperial trade, and would make the Empire self-supporting. It would increase the industries of the Colonies, as the Colonies were capable of supplying all the wants of Great Britain; and the mother country would depend more and more on the Colonies for supplies, instead of on foreign sources, and the Colonies would in turn take more and more of British goods and manufactures. They were told that though Great Britain might be willing to accord preferential advantages to the Colonies, the Colonies would not be ready to accord corresponding benefits to the mother country. Now he did not know whether that was true, but he did know that the action of the Colonies proved quite otherwise, and that if one read the speeches of great statesmen in those Colonies, men of responsible positions, in every one of those Colonies he thought they would find the same sentiments, the same readiness to cooperate, the same readiness to accord benefits to the mother country to the utmost of their power, for the maintenance and expansion of our Imperial trade. Canada already granted a substantial preference to the mother country of 33 per cent. South Africa 20 per cent., New Zealand 10 per cent., and Australia was likely to follow, and they were prepared to go farther; Great Britain were willing to meet them with corresponding advantages. But this was exactly what Great Britain could not do, and what Mr. Chamberlain wanted Great Britain to be able to do. We could not do it unless we had a Free Trade policy. It is very good of you to give us a preference, which we accept with pleasure, but you must not expect anything from us in return, for, no matter how much you may do for us, we are very sorry we are not able to extend the same benefits to you, as our system will not allow it. The Colonies could not always give and not receive. Besides this, the Colonies, by giving a preference to the mother country, laid themselves open to the attacks of foreign countries, who resented this mark of favour, and the mother country could do nothing but look on. Was this in accord with the dignity of the Empire, or conducive to its consolidation? No, it was not; and our present system would only tend gradually to alienate the Colonies and lead to the disruption of the Empire. The builders of the Empire were increasing enormously, and we must draw the Empire closer together, so that the burden might fall equally on all. A policy of splendid isolation was no longer practicable for Great Britain. Her interests and her destinies were bound up with the Colonies, and the Colonies with the mother-land. In union lay the strength of the permanence of the Empire, and its union must be based on common commercial interests. What were the greatest interests of a nation? Trade, undoubtedly, and the greatest interests of the Empire were our Imperial trade. In fostering, improving, and extending that trade the best interests of the Empire would be served. There were two roads before us, one leading to the gradual decline of our industry, and ultimate disintegration of the Empire, the other leading to a strong, united, prosperous Empire, self-supporting, self-relying. That was the road to which Mr. Chamberlain was pointing, and to which he wished to lead the nation. We stood at the parting of the ways. Mr. Chamberlain's policy was intended to consolidate the commercial interests of the union of the Empire and its extension. We prided ourselves on an united Empire, an Empire united by the bonds of kinship and loyalty and common sympathies, but did we ever realize how slender was this bond which united the Empire, slender because it was sentimental, not a material bond, and however valuable it might be we must remember that it was liable to be snapped asunder at any moment. He did not suggest that these bonds were weak ones. On the contrary, they were of the strongest character, and no better illustration of that fact could be needed than the action of the Colonies in the late South African War. That was demonstrated to the world the practical value, the real strength and the might of the Empire. 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about bring it back to the status quo. Mr. Chamberlain based his desire for protection on two allegations—(1) that it is not well with the trade of the country, and (2) that there is a possibility of our Colonial Empire being broken up unless we tax the people of Great Britain for the advantage of the Colonies. In support of the first allegation, Mr. Chamberlain advanced the argument that the export trade of the country had been practically stagnant during the last 30 years, or rather that in 1872 it was 235 millions, whereas in 1902 it had only risen to 278—an increase of only 43 millions or only about 18 per cent. while the population increased about 30 per cent. In support of the second allegation, he could find nothing which suggested such a possibility in Mr. Chamberlain's speeches except an allusion in the Birmingham speech to the effect that the Colonies had been backward hitherto in their contributions towards Imperial defence. Was not the small share contributed by the Colonies towards the expense of our national defence rather a mark of union than a sign of disaffection? Australia and Canada came to the front gallantly when we were in need of help. Our Army and Navy cost us somewhere about 60 millions per annum or £112s.6d. per head of the population of the United Kingdom. The Australian burden for defence was 6s. per head, and the Canadian 1/6 per head. As Lord Rosebery said at Sheffield Colonial stocks were trustee-stocks. The United Kingdom had over 300 millions invested in them, and the credit of the Colonies was the credit of the Empire. He questioned whether anyone would deny that the period which had elapsed since the introduction of Free Trade in 1846 had been commercially the most prosperous that England had ever gone through. The value of commodities had immensely increased since 1872. During last Session Mr. Herbert Samuel, M.P. for the Clarendon Division, York-shire, asked the Board of Trade what the value of exports in 1902 would be at the prices obtaining in 1873 and he was told 418 millions. That would show an increase of 133 millions as against Mr. Chamberlain's 23 millions. Although decreased since 1872, the value of our exports has not increased by this amount the quantity of goods is almost double this. The tonnage of shipping carrying it had also nearly doubled itself. Mr. Asquith recently quoted the following figures:—Great Britain, in 1870, tonnage of overseas shipping 5,700,000 tons; in 1902, 10,000,000 tons, or an increase of 75 per cent. During the same period in the U.S.A. there was a decrease of 620,000 tons owing, so Mr. Asquith said, to the excessive cost of shipbuilding in a protected country. Mr. Chamberlain had himself stated that 1000 was a record year in exports and that 1902 was nearly as good, and Sir Henry Frowde in a speech at Glasgow said that the trade of the country during the first nine months of 1903 was 17 millions better than in the corresponding period of 1902. He concluded with a few remarks on retaliation, which he considered could not be made effective on the lines laid down by Mr. Chamberlain (applause).

## QUESTION OF A WILL.

## Judgment Delivered.

In the case Gomes v. Gomes the Chief Justice, Sir Wm. Gooding, gave judgment to-day in Chambers.

This was a summons taken out by Antonio Staphole Gomes against Francisco d'Assis Gomes and Augusto Joseph Gomes, the Executors of the will of one Joao Baptista Gomes, deceased, to determine the question as to what share of certain property bequeathed by the testator was the said A. S. Gomes entitled, under the said will, to. Mr. W. Slade, appeared for the plaintiff and Mr. E. C. Barry, K.C., represented the defendants.

The Chief Justice delivered judgment as follows:—The date of the will was August 20, 1887. The testator died September 2, 1889, and Probate was granted in this Colony on November 1, 1889.

The original will was made in Portuguese at Macao. The domicile of the testator was, I understand, Portuguese. The passage of the contested will to which I am asked to give effect relates to certain leasehold properties in Hongkong (immovable property, that is to say) in which the first wife of the testator, the said Joao Baptista Gomes, had a share. The will was made on May 14, 1902, and with reference to such event the testator's will proceeds as follows:—'I further determine that after the death of my wife the income of the said properties in Hongkong after deducting Crown rent or the local Government insurance charges or repairs be divided between the children of the first and second marriages of the testator, and that the said income be divided in shares of 1/3 to the children of the first marriage and 2/3 to the children of the second marriage.'

It seems that the testator was twice married, and that his second wife was, when he married her, a widow, having been previously married to one U. C. V. Figueiro, by whom she had children. There were therefore three families derived from three stocks, viz., the children of the testator by his first wife, the children of the testator by his second wife, and the children of his first wife by her first husband. Now, construing the will according to English law or the law of Hongkong, which is the same in this instance, it seems quite clear that the proper way to distribute the property would be to divide it into three equal shares, one for each of the three families, and to divide the property into three equal shares as representing the three stocks. Of these three equal shares the children of the testator's first marriage, living at the time of his death, ought to have one, divided equally between them; the child or children of the testator's second marriage, living at the time of his death, ought to have the remaining share divided equally among them. It must be borne in mind that leaseholds are immovable property, and Mr. Slade accurately lays down, in his Conflict of Laws, the proposition that, 'Generally speaking, all questions touching the validity, construction, and effect of wills relating to immovables are determined by the law of the country in which the testator died, and the law of the country in which the property was situated at the time of his death, ought to have one, divided equally between them; the child or children of the testator's second marriage, living at the time of his death, ought to have the remaining share divided equally among them. 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**Shipping.**

**PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY**

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

| PORTS  | VESSELS      | TO SAIL ON           | REMARKS                    |
|--|--------------|----------------------|----------------------------|
| LONDON, &c.  | Mulla        | Noon, 13th February. | See Special Advertisements |
| SHANGHAI   | C. L. DANIEL | About 18th February. | Freight and Passage.       |
| LONDON, AMSTERDAM & ANTWERP, Via S. PAUL, C. A. S. PORT SAID & MARSHALLS | Palermo      | About 17th February. | Freight only.              |
| YAMA, Via S. PAUL, MOJI & KOBÉ (passing through the INLAND SEA)          | Jaou         | About 23rd February. | Freight and Passage.       |

For further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, February 8, 1904.

**HAMBURG-AMERIKA LINIE.**

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OXFORD, LIVERPOOL, GLASGOW, TRAVESE, GENOA, PORTS in the INLAND SEA, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

**FOR HAVRE AND HAMBURG.**

CALLING AT SINGAPORE AND PENANG.

S. S. C. Ferd. Lucie, Capt. SACHS, 20th February, 1904. Freight.

**FOR HAVRE, BREMEN AND HAMBURG.**

CALLING AT SINGAPORE AND COLOMBO.

S. S. Nithonia, Capt. HOFFMANN, 2nd March, 1904. Freight.

**FOR HAVRE AND HAMBURG.**

CALLING AT SINGAPORE AND COLOMBO.

S. S. Ratan, Capt. DEGEN, 6th March, 1904. Freight & Passengers.

**FOR HAVRE AND HAMBURG.**

CALLING AT SINGAPORE AND PENANG.

S. S. Ratan, Capt. DEGEN, 22nd March, 1904. Freight.

**FOR HAVRE AND HAMBURG.**

CALLING AT SINGAPORE AND COLOMBO.

S. S. Abrahamsen, Capt. FRIEDRICH, 6th April, 1904. Freight.

For further particulars, apply to **HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, Queen's Buildings, No. 1.**

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.

Kempess Twin Screw Steamships—3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

| VESSEL                  | TONS | WEDNESDAY, Feb. 10, 1904. | THURSDAY, Feb. 11, 1904. | FRIDAY, Feb. 12, 1904. |
|-------------------------|------|---------------------------|--------------------------|------------------------|
| R.M.S. EMPRESS OF INDIA | 6000 | WEDNESDAY, Feb. 10, 1904. |                          |                        |
| R.M.S. TARTAR           | 4425 | WEDNESDAY, Feb. 24.       |                          |                        |
| R.M.S. EMPRESS OF JAPAN | 6000 | WEDNESDAY, Mar. 3.        |                          |                        |
| R.M.S. EMPRESS OF CHINA | 6000 | WEDNESDAY, Mar. 30.       |                          |                        |
| R.M.S. EMPRESS OF INDIA | 6000 | WEDNESDAY, April 20.      |                          |                        |

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62. Intermediate on Steamers, " 240. " 242.

THE magnificent "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to **D. E. BROWN, General Agent, PRINCE STREET, Hongkong, January 27, 1904.**

**PORTLAND AND ASIATIC STEAMSHIP COMPANY.**

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR **PORTLAND, OREGON.**

OPERATING IN CONNECTION WITH THE **OREGON RAILROAD & NAVIGATION CO.**

| STEAMSHIP  | TONS | CAPTAIN             | HONGKONG          |
|------------|------|---------------------|-------------------|
| INDRAPURA  | 4899 | A. E. Hollingsworth | February 13, 1904 |
| ANDRASAMHA | 5197 | W. E. Craven        | March 15, 1904    |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to **PORTLAND & ASIATIC STEAMSHIP COMPANY, Hongkong, January 11, 1904.**

**OSAKA SHOSEN KAISHA.**

**REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.**

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMSHIP                    | TONS | CAPTAIN | LEAVING                           |
|------------------------------|------|---------|-----------------------------------|
| POOCHOW, Via SWATOW AND AMOY | 2100 | TRIUMPH | SUNDAY, 14th February, at 10 a.m. |

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's Steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

**T. ARIMA, Manager.**

Hongkong, February 8, 1904.

**Shipping.**

**OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.**

**FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.**

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.**

**OUTWARDS.**

| FROM                  | STEAMERS   | DUK            |
|-----------------------|------------|----------------|
| GLASGOW AND LIVERPOOL | PAKING     | 13th February. |
| GLASGOW AND LIVERPOOL | IDOMENEUS  | 20th February. |
| GLASGOW AND LIVERPOOL | AGAMEMNON  | 27th February. |
| GLASGOW AND LIVERPOOL | MENELAUS   | 6th March.     |
| GLASGOW AND LIVERPOOL | RUHUS      | 13th March.    |
| GLASGOW AND LIVERPOOL | MACIACH    | 20th March.    |
| GLASGOW AND LIVERPOOL | TRIAMACHUS | 27th March.    |

The S.S. PAKING left Singapore on 7th inst. Daylight, and is due here on 13th inst.

**HOMWARDS.**

| FOR                             | STEAMERS | TO SAIL        |
|---------------------------------|----------|----------------|
| LONDON & ANTWERP                | KINTUCK  | 18th February. |
| * GENOA, MARSEILLES & LIVERPOOL | KANTON   | 22nd February. |
| LONDON & ANTWERP                | MOYNE    | 1st March.     |
| LONDON & ANTWERP                | GLAUCUS  | 14th March.    |
| * GENOA, MARSEILLES & LIVERPOOL | AKAK     | 21st March.    |
| LONDON & ANTWERP                | PAK LONG | 28th March.    |

\* Taking Cargo for Liverpool at London Rates.

**TRANS-PACIFIC SERVICE.**

| FOR   | STEAMERS  | TO SAIL        |
|---|-----------|----------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via AGAMEMNON | AGAMEMNON | 24th February. |
| N'KI, KOBÉ & YOKOHAMA   |           |                |

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, February 8, 1904.

**CHINA NAVIGATION CO., LD.**

| FOR   | STEAMER  | TO SAIL        |
|---|----------|----------------|
| YOKOHAMA AND KOBÉ   | CHANGSHA | 10th February. |
| MANILA  | KANBU    | 10th February. |
| PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | TRINIAN  | 12th February. |

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, February 8, 1904.

**IMPERIAL GERMAN MAIL LINE.**

**NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.**

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS       | Sailing Dates        |
|----------------|----------------------|
| GERA           | WEDNESDAY, 17th Feb. |
| SEYDLITZ       | WEDNESDAY, 24th Feb. |
| ROON           | WEDNESDAY, 3rd Mar.  |
| PRUSSEN        | WEDNESDAY, 10th Mar. |
| HAMBURG        | WEDNESDAY, 17th Mar. |
| PRINZ HEINRICH | WEDNESDAY, 24th Mar. |
| OLDENBURG      | WEDNESDAY, 31st Mar. |
| BAVERN         | THURSDAY, 7th Apr.   |
| SACHSEN        | THURSDAY, 14th Apr.  |

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of February, 1904, at Noon, the Steamship GERA, of the Norddeutscher Lloyd, Captain DAMM, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 15th February. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 16th February, and will be received at the Agency's Office until Noon, on TUESDAY, the 16th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

**Norddeutscher Lloyd.**

For further Particulars, apply to **Melchers & Co., Agents.**

**NORTHERN PACIFIC LINE.**

**NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.**

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

| Steamers | Tons | Captains      | To Sail      |
|----------|------|---------------|--------------|
| OLYMPIA  | 2887 | A. Dixon      | February 13. |
| SHAWMUT  | 2887 | W. M. Smith   | February 19. |
| TACOMA   | 2812 | M. Ridley     | February 26. |
| VICTORIA | 2692 | J. Truebridge | March 5.     |
| TREMONT  | 2606 | T. W. Gaskin  | March 12.    |
| OLYMPIA  | 2887 | A. Dixon      | April 27.    |

\* Have no second class accommodation. † Cargo only.

**FOR MANILA.**

The largest, steadiest, and most comfortable steamers for Manila.

| STEAMSHIP    | Tons      | Captain            | To Sail           |
|--------------|-----------|--------------------|-------------------|
| S.S. TREMONT | 2808 tons | Capt. T. W. Gaskin | About 1st March.  |
| S.S. SHAWMUT | 2808 tons | Capt. W. M. Smith  | About 30th April. |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESSES TO THE UNITED STATES AND CANADA.**

For further information, apply to **Dodwell & Co., Limited, GENERAL AGENTS.**

QUEEN'S BUILDINGS, Hongkong, February 8, 1904.

**Shipping.**

**HONGKONG-MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Stowage—Electric Light—Perfect Cuisine—Surgeons and Stewardses carried—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

| Steamship | Tons | Captains      | For                               | Sailing Date |
|-----------|------|---------------|-----------------------------------|--------------|
| ZAFIRO    | 2540 | R. Rodger     | Manila Direct Feb. 13, at 10 a.m. |              |
| BUBI      | 2540 | R. W. Almond  | Manila Direct Feb. 20, at 10 a.m. |              |
| PERLA     | 1880 | A. H. Nottley |                                   |              |

For Freight or Passage, apply to **Shewan, Tomes & Co., General Managers.**

Hongkong, February 6, 1904.

**JAVA-CHINA-JAPAN LIJN.**

HEAD AGENT—R. BISSCHOP, 3, DUNDRELL STREET, HONGKONG.

**REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

| STEAMERS  | FROM              | EXPECTED ON OR ABOUT     | WILL LEAVE FOR         | ON OR ABOUT              |
|-----------|-------------------|--------------------------|------------------------|--------------------------|
| TJIPANAS  | JAPAN.            | First half of February.  | SINGAPORE, JAVA PORTS. | First half of February.  |
| TJILATJAP | Do.               | First half of March.     | Do.                    | First half of March.     |
| TJINAH    | JAVA AND MACASSAR | Second half of February. | JAPAN.                 | Second half of February. |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to **THE AGENTS, Holland China Trading Co.**

TELEPHONE NO. 201. Hongkong, February 9, 1904.

**INDO-CHINA STEAM NAVIGATION CO., LD.**

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship **SUISAN**, Captain JAMES YOUNG, will be despatched as above on FRIDAY, the 12th inst., at 2 p.m.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., General Managers.**

Hongkong, February 6, 1904.

**EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, TION, PORT DARWIN, and JOHANNESBURG, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship **EMPIRE**, Captain HELMS, will be despatched for the above Ports on FRIDAY, the 10th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and is Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**

Hongkong, February 2, 1904.

**HONGKONG-MACAO LINE.**

S. S. WING CHAI.

CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from Hongkong on week days at 8.30 a.m.; from MACAO, week days at 2 p.m.; Sundays at about 7.30 p.m.

FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$5. 2nd class \$1.

On excursion Steamers 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including lunch and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

What's-A! the Western and of Wing Lok Steamers for the excursion trip every Sunday. It is ready at 8 hours to reach Macao.

**WING ON & CO.,** 22, Queen's Road, Victoria Street, Hongkong, February 7, 1904.

**STEAM TO CANTON.**

THE Splendid new Steamer **PAUL BEAU**, 1474 Tons, Captain WALKER, leaves HONGKONG for CANTON at 8.30 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong on the following days: Leaving Canton at 5 p.m. Unusually accommodation for First Class Passengers. Ship-lighted throughout by Electricity.

Passengers Fare \$4.00 Single Journey. Meals \$1.00 each.

The Company's What's-A! is at the Hongkong Harbour Master's Office.

**SHUI ON & CO., LTD.** 22, Queen's Road, Victoria Street, Hongkong, February 7, 1904.

**Notices to Consignees.**

**IMPERIAL GERMAN MAIL LINE.**

**NORDDEUTSCHER LLOYD.**

**HAMBURG-AMERIKA LINIE.**

**NOTICE TO CONSIGNEES.**

THE Steamship **SEYDLITZ** OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Goods hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Consignment cargo will be forwarded, unless notational cargo will be forwarded before 11 a.m. today.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 12th February, at 5.30 a.m.

All Claims must reach us before the 17th February, 1904, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

**NORDDEUTSCHER LLOYD, MELOREBS & CO., Agents.**

Hongkong, February 8, 1904.

**BEN' LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP BENGLOE.**

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & Co., Agents.**

Hongkong, February 6, 1904.

**NOTICE TO CONSIGNEES.**

**THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER BORNEO.**

FROM ANTWERP, LONDON, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES OF Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where such consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. to day.

Goods not cleared by the 12th inst. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

**E. A. HEWITT, Superintendent.**

Hongkong, February 6, 1904.

**NOTICE TO CONSIGNEES.**

**FROM MIDDLESBOROUGH, HAMBURG AND LONDON.**

THE Steamship **MERIONETHSHIRE**, Captain G. C. CUMBY, having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **SEHWAH, TOMES & Co., Agents.**

Hongkong, February 5, 1904.

**MESSAGERIES CANTONNAISES.**

**J. TREVOUX & CO.**

**HONGKONG-CANTON NIGHTLY SERVICE.**

THE Commodore Steamer **PAUL BEAU** will make her weekly trip to Canton, on THURSDAY, the 4th inst., taking Passengers and Cargo on weekly, and will shortly be followed by the Steamer **CHARLES HARDY**.

These two magnificent and up-to-date Steamers, lighted with electricity, will leave the Company's Wharf at foot of QUEEN'S STREET, PRINCE STREET.

Hongkong, February 5, 1904.

**THE Commodore Steamer PAUL BEAU** will make her weekly trip to Canton, on THURSDAY, the 4th inst., taking Passengers and Cargo on weekly, and will shortly be followed by the Steamer **CHARLES HARDY**.

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These two magnificent and up-to-date Steamers, lighted with electricity, will leave the Company's Wharf at foot of QUEEN'S STREET, PRINCE STREET.

Hongkong, February 5, 1904.







### Vessels Advertised as Loading

### Vessels Advertised as Loading

| Destination.     | Freight.                      | Agents.                                    | Date of Leaving.         |
|------------------|-------------------------------|--|--------------------------|
| Bremen, &c. .... | Gera (a)<br>Sedlitz (a) ..... | Melchers & Co. ....<br>Melchers & Co. .... | February 17.<br>March 2. |

|                           |                        |                           |                     |
|---------------------------|------------------------|---------------------------|---------------------|
| Bremen, etc. (a) .....    | Roon (a) .....         | Malchen & Co. ....        | March 16.           |
| Bombay, etc. (a) .....    | .....                  | .....                     | .....               |
| Bombay, Madras & Poon     | Komura (a) .....       | Chlorowicz & Co. ....     | Feb. 13, at Noon.   |
| Bombay, Madras & Poon     | .....                  | .....                     | .....               |
| Harro and Hamburg.        | G. Fred. Leake .....   | Hamburg-Am'ra Linie       | February 20.        |
| Harro, Bremen & Harro     | (S) Rhodan .....       | Hamburg-Am'ra Linie       | March 2.            |
| Harro and Hamburg         | Batavia (a) .....      | Hamburg-Am'ra Linie       | March 6.            |
| London, etc. ....         | Malta (a) .....        | P. & O. S. N. Co. ....    | Feb. 13, at Noon.   |
| London, Am'ra, etc. ....  | .....                  | .....                     | .....               |
| London & Antwerp ..       | Kintuck (a) .....      | Butterfield & Swire ..    | About Feb. 17.      |
| London & Antwerp ..       | Myone (a) .....        | Butterfield & Swire ..    | March 1.            |
| London & Antwerp ..       | Glaucus (a) .....      | Butterfield & Swire ..    | March 15.           |
| Manila .....              | Zafir (a) .....        | Shewan, Tomes & Co. ..    | Feb. 13, at 10 a.m. |
| Manila .....              | Rubi (a) .....         | Shewan, Tomes & Co. ..    | Feb. 20, at 10 a.m. |
| Manila .....              | .....                  | .....                     | .....               |
| Manila .....              | Esquire (a) .....      | Gibb, Livingston & Co. .. | Feb. 19, at Noon.   |
| Manila .....              | Kanan (a) .....        | Butterfield & Swire ..    | February 10.        |
| Manila, A'ian Ports ..    | Tidnuu (a) .....       | Butterfield & Swire ..    | February 12.        |
| New York, Suez Canal      | Madouff (a) .....      | Dowell & Co. Limited ..   | March 1.            |
| .....                     | Bellavay (a) .....     | P. & O. S. N. Co. ....    | About Feb. 13.      |
| .....                     | .....                  | .....                     | .....               |
| R'hal and Portland, Or    | Indrapura (a) .....    | Portland & Asiatic Co. .. | February 13.        |
| R'hal and Portland, Or    | Indrasamha (a) .....   | Portland & A. S. Co. .... | March 15.           |
| R'pore, Java, etc. ....   | Tijpanas (a) .....     | China's Great Trading Co. | 1st half of Feb.    |
| R'pore, Pang, Calcutta    | Katherine Apcar (a) .. | D. Sassoon, Rens & Co. .. | Feb. 15, at 3 p.m.  |
| S'pore, Pang, R'gson ..   | Ginsie (a) .....       | Sanger, Sanger & Co. .... | February 23, p.m.   |
| S'pore, Pang, Calcutta .. | Triumph (a) .....      | Widdowson & Co. ....      | Feb. 13, at 2 p.m.  |
| S'pore, Amoy, Foochow     | .....                  | Osaka Shosen Kaisha ..... | Feb. 12, at 10 a.m. |

|                        |                            |                        |                     |
|------------------------|----------------------------|------------------------|---------------------|
| Swatow .....           | Haiching (s) .....         | Douglas Lapraik & Co.  | Feb. 11, Daylight   |
| Vancouver (B.C.), &c.  | Empress of India (s) ..... | Canadian P&S R. Co.    | February 10.        |
| Vancouver (B.C.), &c.  | Tartar (s) .....           | Canadian P&S R. Co.    | February 24.        |
| Vancouver (B.C.), &c.  | Empress of Japan (s) ..... | Canadian P&S R. Co.    | March 5.            |
| Victoria, B.C., Tacoma | Olympia (s) .....          | Dodwell & Co. Limited  | February 13.        |
| Victoria, B.C., Tacoma | Shawmut (s) .....          | Dodwell & Co. Limited  | February 13.        |
| Victoria, B.C., Tacoma | Tacoma (s) .....           | Dodwell & Co. Limited  | February 26.        |
| Yma, Shai, Moji, Kobe  | JAVA (s) .....             | P. & O. S. N. Co. .... | About Feb. 23.      |
| Ythama, Kobe & Tai'an  | Andalusia (s) .....        | Hamburg-Amerika Linie  | Feb'ry 10, Daylight |
| Yokohama & Kobe ...    | Changsha (s) .....         | Batfield & Swire ...   | February 10.        |

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## SHARE LIST.—QUOTATIONS.

February 9, 1904.

| Stocks. | No. of Shares. | Price. | Paid up. | Closing Quotation. Cash. |
|---------|----------------|--------|----------|--------------------------|
|         |                |        |          |                          |

| BANKS.                           |        | 18642½ sales |                         |
|----------------------------------|--------|--------------|-------------------------|
| Hongkong and Shanghai Bank Corp. | 80,000 | £ 125        | all London, £61.10.0    |
| National Bank of China, Limited  | 19,970 | £ 10         | £ 8 23, ex div., buyers |
|                                  | 29,955 | £ 10         | £ 8 23, ex div., buyers |
| Do. Founders' shares             | 750    | £ 1          | £ 1 10                  |

| MARINE INSURANCE.                     |        |   |       |    |                |  |  |  |  |
|---------------------------------------|--------|---|-------|----|----------------|--|--|--|--|
| Canton Insurance Office Co., Ltd. ... | 10,000 | 8 | 250   | 50 | \$175, sellers |  |  |  |  |
| China Traders' Insurance Co., Ltd.... | 24,000 | 8 | 83.33 | 25 | \$56, sellers  |  |  |  |  |
| ...                                   | 10,000 | 2 | 15    | 5  | ...            |  |  |  |  |

|                                      |        |   |     |   |                   |
|--------------------------------------|--------|---|-----|---|-------------------|
| North-China Insurance Co., Ltd. .... | 10,000 | 2 | 10  | 2 | 115. 07, buyers   |
| Union Insurance Society, Ltd. ....   | 10,000 | 2 | 250 | 2 | 100 2490, sellers |
| Yangtze Insurance Association, Ltd.  | 8,000  | 2 | 100 | 2 | 80 2135           |

|                                     |        |        |    |               |
|-------------------------------------|--------|--------|----|---------------|
| China Fire Insurance Co., Ltd. .... | 20,000 | \$ 100 | 20 | \$22, sellers |
| Hongkong Fire Insurance Co., Ltd.   | 8,000  | \$ 250 | 50 | \$305, buyers |

|                                   |        |    |    |       |                |
|-----------------------------------|--------|----|----|-------|----------------|
| H'kong & Whampoa Dock Co. Ltd.,   | 50,000 | \$ | 50 | all   | \$205, sellers |
| Leo. Fawcett & Co., Limited. .... | 6,000  | \$ | 25 | \$ 25 | \$51, buyers   |
| New Amoy Dock Co. Ltd.....        | 8,000  | \$ | 64 | \$ 64 | \$38, sellers  |

|                                |        |          |          |                   |
|--------------------------------|--------|----------|----------|-------------------|
| S. C. Fernham, Boyd & Co. Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 127, sellers |
| FRANCOAT, TUGG, ETC.           |        |          |          |                   |
| S. C. Fernham, Boyd & Co. Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 127, sellers |

|                                     |        |    |    |     |                        |
|-------------------------------------|--------|----|----|-----|------------------------|
| China and Manila S. S. Co., Ltd.    | 20,000 | \$ | 50 | all | \$22; buyers           |
| Douglas Steamship Co., Limited      | 20,000 | \$ | 50 | all | \$35; buyers           |
| H. K. O. and M. Steamboat Co., Ltd. | 80,000 | \$ | 15 | 15  | \$29; ex div., sellers |

|                                   |        |   |    |     |               |
|-----------------------------------|--------|---|----|-----|---------------|
| Indo-China S. N. Company, Limited | 60,000 | £ | 10 | all | \$85, buyers  |
| Star Ferry Company, Ltd. ....     | 10,000 | £ | 10 | 10  | \$90, sellers |
|                                   | 10,000 | £ | 10 | 5   | \$19, sellers |

|                                     |           |      |    |     |    |                  |
|-------------------------------------|-----------|------|----|-----|----|------------------|
| Shell Transport & Trading Co., Ltd. | 1,000,000 | £    | 1  | £   | 1  | 20/6, buyers     |
| do. Preference.                     | 100,000   | £    | 10 | £   | 10 | £10, Nominal     |
| Taku Tug and Lighter Co., Ltd.      | 8,600     | Tls. | 60 | Tls | 50 | Tls. 38, sellers |

|                                  |         |         |         |                  |
|----------------------------------|---------|---------|---------|------------------|
| Shanghai Tug & Lighter Co., Ltd. | 200,000 | Tls. 50 | Tls. 50 | 112. 20, sellers |
| do. Preference.                  | 100,000 |         |         | Tls. 45, sellers |
| <b>REFINERIES.</b>               |         |         |         |                  |
| Shanghai Tug & Lighter Co., Ltd. | 200,000 | Tls. 50 | Tls. 50 | 112. 20, sellers |
| do. Preference.                  | 100,000 |         |         | Tls. 45, sellers |
| <b>REFINERIES.</b>               |         |         |         |                  |
| Shanghai Tug & Lighter Co., Ltd. | 200,000 | Tls. 50 | Tls. 50 | 112. 20, sellers |
| do. Preference.                  | 100,000 |         |         | Tls. 45, sellers |

|                                      |        |         |      |                |
|--------------------------------------|--------|---------|------|----------------|
| China Sugar Company, Limited.....    | 20,000 | 100     | 100  | 100            |
| Luzon Sugar Company, Limited. ...    | 7,000  | 100     | 100  | \$10, sales    |
| Perak Sugar Cultivation Co., Ltd.... | 7,000  | Tls. 50 | T 50 | Tls. 50; sales |

|                                   |        |          |         |                  |
|-----------------------------------|--------|----------|---------|------------------|
| HK. & Kow. Wharf & Godown Co.     | 30,000 | \$ 50    | all     | \$95, sellers    |
| Shanghai and Hongkew Wharf Co.... | 20,100 | Tls. 100 | Tls.100 | Tls. 200, buyers |

LAND AND BUILDING.

|  |        |      |     |         |                 |
|--|--------|------|-----|---------|-----------------|
| Hongkong Land Investment and Agency Company, Limited ..... | 50,000 | £    | 100 | 100     | £150, sellers   |
| Shanghai Land Investment Co., Ltd.                         | 52,000 | Tls. | 50  | Tls. 50 | Tls. 112; sales |

|                                       |       |      |    |         |                              |
|---------------------------------------|-------|------|----|---------|------------------------------|
| Kwloon Land and Building Com-<br>pany | 6,000 | \$   | 50 | 30      | \$35 $\frac{1}{2}$ , sellers |
| Wei-hei-wei Land & Building Co., Ltd  | 3,764 | Tls. | 25 | Tls. 25 | Tls. 10, sales               |

|                                     |         |    |    |       |                        |
|-------------------------------------|---------|----|----|-------|------------------------|
| Humphreys Estate & Finance Co.      | 100,000 | \$ | 10 | all   | \$119, sales & sellers |
|                                     | 50,000  | \$ | 10 | 2 1/2 | \$2.50, sales          |
| West Point Building Co., Limited... | 12,500  | \$ | 50 | 50    | \$55, sellers          |

|                                    |       |   |     |     |      |
|------------------------------------|-------|---|-----|-----|------|
| TRAMWAYS:                          |       |   |     |     |      |
| H.K. High-Level Tramways Co., Ltd. | 1,250 | £ | 100 | all | 2300 |
| MINING:                            |       |   |     |     |      |
| ...                                | ...   | £ | ... | ... | ...  |

|                                  |        |           |                    |
|----------------------------------|--------|-----------|--------------------|
| New Punjab Mining Co., Ltd.....  | 50,000 | • 11 • 11 | 2, sellers         |
| Preference shares.....           | 30,000 | \$ 1      | all 25 cents       |
| Soc'été Française des Charbon- } | 16,000 | Fcs. 250  | all \$600, sellers |

|                                  |         |   |    |       |              |
|----------------------------------|---------|---|----|-------|--------------|
| Raub Aust. Gold Mining Co., Ltd. | 200,000 | £ | 1  | 18/10 | 86, sellers. |
| HOTELS, ETC.                     |         |   |    |       |              |
| Franklin Hotel Company Ltd.      | 18,000  | £ | 50 | all   | \$148. sales |

|                                     |        |           |         |                  |
|-------------------------------------|--------|-----------|---------|------------------|
| Astor House Hotel Ltd. (Tientsin)   | 2,000  | T.Tls. 50 | Tls. 50 | Tls. 150, buyers |
| Astor House Hotel Co., Ltd. (S'hai) | 30,000 | \$ 25     | \$ 25   | \$20, sales      |

|                                    |        |    |    |       |              |
|------------------------------------|--------|----|----|-------|--------------|
| A. S. Watson & Co., Limited, ..... | 60,000 | \$ | 10 | all   | \$144, sales |
| Watkins Limited .....              | 10,000 | \$ | 10 | \$ 10 | \$75 buyers  |

|                                     |        |      |    |         |                  |
|-------------------------------------|--------|------|----|---------|------------------|
| HK. and China Gas Co., Limited...   | 7,000  | £    | 10 | all     | \$140, buyers    |
| Shanghai Gas Company, Ltd.....      | 8,000  | Tls. | 50 | Tls. 50 | Tls. 112, buyers |
| Hongkong Electric Co., Limited. ... | 30,000 | \$   | 10 | \$ 10   | \$12½, sellers   |

|                                    |        |    |    |    |    |               |
|------------------------------------|--------|----|----|----|----|---------------|
| New Electric (new issue) .....     | 80,000 | \$ | 10 | \$ | 5  | \$7, sellers  |
| BRICK AND CEMENT.                  |        |    |    |    |    |               |
| Green Island Cement Co., Ltd. .... | 50,000 | \$ | 10 | \$ | 10 | \$25, sellers |

| MISCELLANEOUS                          |       |        |        |              |
|--|-------|--------|--------|--------------|
| Bell's Asbestos Eastern Agency,<br>Ld. | 8,604 | £ 12/6 | £ 12/6 | \$5, sellers |

|  |         |    |    |               |
|--|---------|----|----|---------------|
| United Asbestos Oriental Agency, Limited | 100,000 | 10 | 10 | \$210, buyers |
| Hk. Steam Water-boat Co., Ltd.           | 7,000   | 10 | 10 | \$152, buyers |
| Hk. Steam Water-boat Co., Ltd.           | 10,000  | 21 | 11 | \$121, buyers |

|                                     |        |    |     |               |
|-------------------------------------|--------|----|-----|---------------|
| Hongkong Dairy Farm Co.....         | 20,000 | 25 | all | £240, sellers |
| Hongkong Ice Company, Limited...    | 5,000  | 25 |     |               |
| Shanghai Waterworks Co., Ltd.....   | 7,200  | 20 | 2   | 20 Tls. 425   |
| Shanghai Electric Company, Ltd..... | 20,000 | 5  | 5   | nominal       |

|  |         |    |     |               |
|--|---------|----|-----|---------------|
| Hong Kong Rope Manufacturing Co., Ltd. | 10,000  | 50 | all | \$145, buyers |
| Hongkong Cotton Spinning Co., Ltd.     | 100,000 | 10 | 10  | \$15, sellers |

|  |        |         |         |                  |
|--|--------|---------|---------|------------------|
| ing Co., Ltd.                                | 20,000 | Tls. 90 | Tls. 50 | Tls. 85, sellers |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 85          |

|  |       |          |          |          |
|--|-------|----------|----------|----------|
| Laon-Kung-Mow Cotton Spinning<br>and Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 35  |
| Soy Chee Cotton Spinning Co., Ltd.                     | 8,000 | Tls. 500 | Tls. 500 | Tls. 170 |

|   |        |    |    |    |    |                      |
|---|--------|----|----|----|----|----------------------|
| China Provident Loan Mortgage Co., Ltd. | 50,000 | \$ | 10 | \$ | 10 | \$9, sales & sellers |
| China Borneo Company, Ltd.              | 60,000 | \$ | 12 | \$ | 12 | \$8, buyers          |

|                                     |        |    |    |                    |
|-------------------------------------|--------|----|----|--------------------|
| Campbell Moore & Co., Linn Co., Mo. | 1,200  | 50 | 50 | 50                 |
| Wm. Powell, Ltd.                    | 12,000 | 10 | 10 | 99, sales & buyers |
| Shanghai and Hongkong Dyeing        | 1,200  | 50 | 50 | 50                 |

|   |           |       |       |             |
|---|-----------|-------|-------|-------------|
| The Canton-Hongkong Ice and Cold Storage Company, Limited | 70,000 \$ | 10 \$ | 10 \$ | 10, Nominal |
|---|-----------|-------|-------|-------------|

|                      |        |     |     |             |
|----------------------|--------|-----|-----|-------------|
| Philippine Co., Ltd. | 67,500 | 10  | 10  | \$10 buyers |
| Alhambra Limited     | 300    | 500 | 5 A | \$200       |

| LOANS. | Amount. | Value. | Interest. | Quotation. |
|--------|---------|--------|-----------|------------|
|--------|---------|--------|-----------|------------|

Chinese Imperial 1836 1/Tls. 767,200 Tls. 250 7 2 p. annum Par

VERNON and SMYTH, Share Brokers.

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